



(Photo by David Hazell)

This month's newsletter contains some images that were left out last month due to space limitations.

July's meeting will be at the Seafarers Centre, Felixstowe Dock at 19.30 on Thursday 14th. It will feature slides from the 1990s taken on the Scheldt and at Tilbury by Neil Davidson. Ron Davies will also show some images from French ports as our meeting coincides with Bastille Day.

For August, a Saturday date will be nominated for a lunch time meet and informal get together at the Shipwreck pub, Shotley Marina. Partners will of course be welcome.

Recent Callers



Named after a river that starts in Finland and flows through the Russian part of Karelia, **“Vuoksi Maersk”** sails on 11th May from Felixstowe to start a voyage round Baltic ports including Gdansk, Klaipeda, Riga and Bremerhaven. One of seven sisters built in China by COSCO, Zhoushan, she was completed in September 2018. *(Photo contributed)*



It's been quite a while since her last call at Felixstowe as **“Cosco Denmark”** sails from Felixstowe for Hamburg on 13th May. She had arrived from Zeebrugge the previous day. She was completed by Nantong COSCO in September 2014 and is 366 metres in length. *(Photo contributed)*



A second generation Triple E type “**Madrid Maersk**” arrives from Bremerhaven on 13th May. The 399 metre vessel was completed in April 2017 by Daewoo, Okpo. The 20,568teu capacity seems a little under declared relative to her size. On second generation Triple E’s the bridge has been moved forward three container cells. This allows better forward vision and higher stacks of containers between the bridge and funnels. She sailed for Tanger Med, Morocco on 14th May arriving there on the 18th and departing the following day for Singapore. *(Photo contributed)*



After being turned around to be head out **“Madrid Maersk”** approaches the berth with tug assistance. *(Photo contributed)*



“Marit Maersk” a first generation Triple E sailing from Felixstowe on 20th May for Rotterdam. She had arrived from Gdansk the previous day. Although she has the same length as **“Madrid Maersk”** her teu at 18,270 is not as large due to the position of her bridge. After her call at Rotterdam she headed for Tanjung Pelepas, Malaysia. *(Photo contributed)*



Sailing from Ipswich on 26th May is “**Huntetal**” bound for Bremen. She had arrived in ballast the previous day from Northfleet. Once a unit of the large fleet of Erwin Stralmann who named her “**Pinnau**”. One of a series for Stralmann built in Slovakia by Slovenske Lodenice, Komarno who completed her in February 2003. When forced to liquidate his fleet due to financial problems she was sold to HS Beereederungs which is controlled by the Schepers family. They renamed her “**Huntetal**” in 2021. *(Photos contributed)*





“Muharrem Dadayli” departs Ipswich on 27th May for the anchorage outside Rotterdam, from where she would sail to Antwerp. This was her second visit to Ipswich the first being in August 2020. She had come from Derince, Turkey with a part cargo of fertiliser via Hull where she spent five days discharging. Built in Turkey by Aykin, Altinova in 2010, she is Turkish owned despite the flag of Panama at her stern.
(Photos contributed)





Scot Line vessels often frequent Mistley when they arrive from Inverness, but this time **“Scot Pioneer”** is berthed at Cliff Quay, Ipswich on 27th May. The cargo is normally wood chips from the Scottish port. Built to the Icerunner 3650 design her hull was built in Croatia by Leda, Korcula and launched in July 2006. Completion as **“Harns”** for Dutch flag owners was done by Peters, Kampen in the December. Acquired by Scot Line in 2008 she was renamed as above. *(Photo contributed)*



“Acacia Seaways” arriving at Felixstowe from Vlaardingen on 31st May, not filled to her capacity on this occasion. *(Photo contributed).*

Seen below arriving in near darkness on 2nd June she seems to be fully loaded. She was built as “**Meleq**” by the Flensburger Shipyard in 2017 for Turkish owners and acquired by DFDS Lithuania in 2021.
(Photo by Derek Sands)



Well loaded as she rounds the beach end outbound on 7th June. (Photo by Mick Warrick)



Wearing the colours of H. Schuldt, now part of the V. Group since 2018, **“MSC Mumbai”** was renamed for her current charter in 2021. Completed by Daewoo, Okpo in 2005 as **“Houston Express”** for charter to Hapag-Lloyd and wearing their colours until 2018, her owners then renamed her **“Northern Jade”** and she was repainted in their livery, and only seems to have changed name for her new charter. She arrived at Felixstowe on 2nd June and departed for Hamburg the next day.

(Photo by Derek Sands)



Registered at the northern Netherlands port of Groningen, **“Longvann”** is berthed at West Bank, Ipswich on 4th June. She departed later the same day for Leixoes, Portugal. Launched in December 2009 by Hangzhou Dongfeng Shipbuilding, she was completed in November 2011 by Volharding, Foxhol as **“Abis Cuxhaven”**. When the Abis company ran into financial problems she was sold to Longship BV and renamed as above.

(Photo contributed)



Seen at Cliff Quay, Ipswich on 4th June, after arriving with cement from Bilbao the previous day is **“Arklow Fortune”**. Built in 2007 by Murueta, Guernica, Spain as one of a series of ten vessels for Arklow, two of the group have recently been sold out of the fleet. She sailed for Antwerp on 7th June. *(Photo contributed)*



Exchanging containers at Trinity Terminal, Felixstowe on 4th June is **“Zim China”**. Having arrived from Valencia her port rotation would take her to Rotterdam, Hamburg, Antwerp, Le Havre and Ashdod. She was completed in November 2008 by Samsung Koje, as **“Hanjin Kingston”**. After the collapse of Hanjin she passed to Seaspac as **“Seaspac Kenya”** in 2017 but later the same year moved to Asiatic Lloyd of Singapore which is known as Atlantic Lloyd in Germany and is family owned. Renamed **“Als Fauna”** by them she was chartered out to Zim in April 2022. *(Photo contributed)*



Arriving and turning to berth at Felixstowe in the last of the day's light on 4th June is **"Maersk Vigo"**. Having come from Wilhelmshaven light ship, she would sail for Rotterdam the following day. Since then she has shuttled between Rotterdam and Zeebrugge and spent some days at anchor off these ports. This was her first visit under her current name which she acquired in 2022. Built as **"Cape Nassau"** in 2010 by Guangzhou Wenchong for German owners, she became **"Acacia Rei"** in 2020 before passing to Moller Singapore and acquiring her present name. *(Photos contributed)*





Passing Felixstowe inbound for Ipswich on 5th June is regular caller **“RMS Duisburg”**. She is arriving from Rotterdam and would sail for Radicatel on the River Seine the following day. Her details can be found in earlier newsletters. *(Photo contributed)*



Heading for the River Orwell and her berth in Ipswich **“Arklow Valiant”** arrives from Rotterdam on 7th June. One of a series built by Royal Bodewes, Hoogezand she was completed in May 2016. Registered in Rotterdam she owned by Arklow Shipping’s Dutch subsidiary. Leaving Ipswich on the 8th June she headed for the Danish port of Aalborg. *(Photo by Mick Warrick)* (12)



Passing Felixstowe's viewing area on 5th June looking in fine condition for her thirty one years, **"Hav Nes"** is heading for Ipswich. A cargo of gneiss granite from the Norwegian port of Eikefet is the likely cargo as the quarry is close at hand. Registered at Runavik on the island of Eysturoy, Faroe Islands, she was built in 1991 in Serbia by Sava Shipyard, Macvanska Mitrovica. The shipyard is situated on the River Sava, a tributary of the Danube. She was named **"Sava Hill"** until 2009 and originally owned in Norway by Myklebusthaug AS. This is believed to be her first visited to the harbour. *(Photos contributed)*





“MSC Gaia” sporting a modified funnel containing her retrofitted exhaust scrubber as she leaves Felixstowe on 7th June. Her next port will be Hamburg as she does the rounds of European ports after arriving from Rotterdam two days earlier. The 366 metre vessel was completed in October 2010 by Samsung, Kojie, and has visited Felixstowe several times. *(Photos by Mick Warrick)*





“**Cimil**” sailing past Harwich outbound for Rotterdam after her second visit to Parkeston Tanker Jetty on 7th June. Despite her Maltese registration she is owned in Turkey by Besiktas and was also built in Turkey. Completed by Turkter, Tuzla in April 2010, she spent some months in 2016 named “**Transnav Holly**” but reverted to “**Cimil**” under which name she was launched. *(Photo by Derek Sands)*



Ipswich regular “**Suntis**” passes under the Orwell Bridge outbound for Brunsbittel on 7th June. She had arrived from Klaipeda two days earlier instead of her normal loading port of Karlshamn. *(Photo by Mick Warrick)*



Arriving at Felixstowe on 7th June from Rotterdam is “**CMA CGM Jean Mermoz**” named after a pioneering French aviator who went missing over the Atlantic in December 1936 on a flight from Dakar to Natal, Brazil. She was completed in May 2018 by Hanjin Heavy Industries and Construction, Subic, in the Philippines. The yard was bankrupted in January 2019 when Hanjin collapsed, since then Chinese firms have expressed an interest but in 2022 US private equity firm Cerberus Capital Management acquired the yard. This was her first call at Felixstowe. *(Photo contributed)*



Coming a bit closer! *(Photo by Mick Warrick)*



Stern view as she progresses towards her berth at Trinity Seven. *(Photo contributed)*



Being turned by three tugs so she can go stern first towards her berth, she will be port side to at the port's request. *(Photo by Derek Sands)*



Dutch flag **“Promise”** sails from Ipswich on 7th June for Plymouth, having arrived from Belfast with stone five days earlier.

Built to the ship design Jumbo 6500 in 2008 by the Peters Shipyard at Kampen and initially owned by Canada Feeder lines as **“CFL Promise”** she is now owned by Vertom of Rhon, Netherlands who acquired her in 2018 and dropped the CFL prefix.
(All photos by Mick Warrick)





MSC charter **“Seamax Bridgeport”** outbound from Felixstowe on 10th June. Ownership is vested in MC-Seamax a partnership between Mitsibushi of Japan and US equity firm Seamax. Samsung, Koje completed her as **“OOCL Long Beach”** in 2003 and she has had her present name since 2017. She arrived at Klaipeda on 13th June and has since been busy visiting Gdynia, Antwerp, Zeebrugge, London and is currently destined for Le Havre. (Photo by Derek Sands)



Looking well kept as she passes Felixstowe inbound for Ipswich from Gdynia on 12th June is **“Norvaag”**. After spending three days in port she left for Rotterdam. Her hull was launched at Galati in Romania in 1996 as **“Saar Dublin”**. Completion was done by Damen at Foxhol in April 1997 as **“A.B.Dublin”** for German owner Bockstiegel. They sold her in 2012 to Kopervik of Norway as **“Fri Langesand”**. In December 2021 she moved to another Norwegian owner Askvoll Sandfrakt as **“Norvaag”**, management was retained by Kopervik. (Photo contributed)



Seen here berthed at Cliff Quay, Ipswich on 12th June is “**Thomas**” with one of the port’s new cranes much in evidence. She had arrived from Hemiksem on the Scheldt, south of Antwerp on 12th June.
(Photo contributed)

Here she is sailing for Ghent on the 14th June.
(Photos by Mick Warrick)





Berthed at Cliff Quay, Ipswich on 12th June, “**Fri Liepaja**” had arrived from La Pallice in France the previous day. A former member of the Arklow fleet and now owned by Kopervik Shipping of Norway. They acquired the “**Arklow Rival**” in 2021 and renamed her as above. One of a series she came from the yard of Barkmeijer, Stroobos in 2006. Having found no cargo she sailed in ballast for orders on the 18th June and anchored outside Harwich harbour at the Cork. However she was soon off to Great Yarmouth where she arrived on 20th June. *(Photo contributed)*



Here she is again arriving on 24th June from Amsterdam in ballast to load at the Old Power Station berth. *(Photo contributed)*



“Henrika Schulte” sails from Felixstowe on 16th June bound for Rotterdam, she had arrived from Antwerp the previous day. Taken on charter by MSC from the Schulte Group in November 2021, and built for the Schulte group in 2011 by Hyundai, Samho for immediate charter to Mitsui of Japan as **“MOL Glide”**, she was snapped up by MSC as one of the few vessels of this size when she became available in 2021.





Making her first call at Parkeston Tanker Jetty **“Ramona”** passes Harwich inbound from Rotterdam on 20th June. **“Svitzer Shotley”** is in attendance with Skipper Doug Good, who was giving me a wave which unfortunately I did not see. I was admonished later on! **“Ramona”** was built by Shanghai Edward Shipyard in 2004 and at 16,000dwt is a large tanker for Parkeston. She left next day for Rotterdam, and has an ETA in Sodertalje, Sweden of 30th June. *(Photo by Derek Sands)*



Nicely captured sailing from Felixstowe for Vlaardingen on 21st June, **“Acacia Seaways”** seems lightly loaded. *(Photo contributed)*



“Sultan Atasoy”
makes her way up the
River Orwell on 20th
June. Captured as she
passes Woolverstone,
she was last in Ipswich
during January 2017.
She has come from
Damietta (Dumyat),
Egypt with fertiliser.

She was completed in Turkey
in June 2010 by Yasarsan, Yavlova.
She would leave for Ghent three
days later and is presently heading
for Antalya, Turkey
with ETA of July 10th.
(Photos by Martin Klingsick)



...and now about to pass
under the Orwell
Bridge as she nears her
berth.
(Photo by Mick Warrick)



“Haven Seajack 1” arrives at Ipswich on 24th June, propelled all the way from Lowestoft by utility multicat **“Sophia D”**. Not much information on this platform is available so her builders etc are unknown.



Having berthed her charge in Ipswich **“Sophia D”** makes a splash as she hurries through the harbour outbound for Burnham on Crouch later on 24th June. She was built in Sliedrecht, Netherlands by IHC Deltawerf in 1994 as **“Voe Venture”** in 2013 she became **“Dalby Venture”**. Now owned by Thamescraft Drydocking Services, information as to when they acquired her has not been available on the internet. *(Both photos contributed)*



After loading principally empties in Rotterdam, St Petersburg, Klaipeda and Bremerhaven, **“MSC Katya R”** called at Felixstowe for the first time. Seen here leaving about nine hours after arriving at the port on 24th June. She loaded empty reefer boxes for Caucedo, Dominican Republic and is due there on July 3rd. Launched as **“Santa Rebecca”** for Claus-Peter Offen she was completed for charter as **“P&O Nedlloyd Encounter”** by Samsung, Koje in April 2002. In 2005 Maersk acquired all the rest of the shares in P&O Nedlloyd, they continued the charter and she was renamed **“Maersk Dacartur”** and in the following year **“Maersk Decatur”**. At charter’s end in 2010 she reverted to **“Santa Rebecca”** and in 2016 came under the management of MSC and probably is owned by them too, she was renamed as above.
(Photos contributed)





Outbound from Harwich as she passes the viewing area at Felixstowe on 24th June **“Dee Fisher”** has made a few calls so far at Parkeston Tanker Jetty. She had arrived from Le Havre on 22nd June and was now heading for Antwerp. Completed in 2006 by Gisam Gemi, Istanbul for Leaderchem Corp also of Istanbul as **“Lider Yaman”**. The following year she hoisted the flag of Gibraltar for Norwegian owners Brovigtank as **“Brovig Vidur”**. **“Key Fjord”** was her next name in 2014 for Key Tankers of Bergen, before being acquired by James Fisher and renamed **“Dee Fisher”**. *(Photo contributed)*



“Gray Test” leads the way after assisting **“Pavino”** away from Parkeston Tanker Jetty on 25th June. The tanker has become a regular caller recently. Another ship built in Turkey, this time by Torlak at Tuzla in 2005. Owned in Turkey as **“Ozay-4”** until 2012 when she was acquired by Sea Trader Tankers of Vladivostok and renamed **“Pavino”**. Mainly trading under the Panama flag she did spend six months under the Russian flag and at that time her name was rendered in the Cyrillic alphabet. *(Photo by Derek Sands)* (27)



Passing Felixstowe en route from Howdendyke on the River Ouse to the Grain Terminal, Ipswich on 25th June is **“Vulin”**. Wearing the flag of St Kitts, Nevis she is owned by WeShips of Istanbul. Launched as **“Saar Rotterdam”** she was completed in March 1993 as **“Pilsum”** by Rosslauer Shipyard, Rosslau, for W. Bockstiegel of Emden. In 1996 she was **“Pilsum”** two years later **“Heiko B.”** and in 2002 **“Pilsum”** again all for Bockstiegel. He sold her in in 2020 to her present owners. *(Photo contributed)*

Below she can be seen leaving Ipswich on 28th June with a full load for Amsterdam. *(Photo by Mick Warrick)*





“**MSC Esthi**” departs Felixstowe 28th June for Antwerp. She had arrived from Sines, Portugal two days earlier. She looks quite different with her retrofitted scrubber which was installed in 2019. The 366 metre ship came from South Korean shipyard, Samsung, Koje in 2006.
(Photos contributed)



Still Detained At Ipswich



Having arrived at Ipswich on 21th May from Abu Qir, via Ceuta, Turkish owned **“Tek”** once discharged was moved to a lay-by berth. She was detained after an inspection by the MCA on 23rd May which found fifty deficiencies with sixteen of them being grounds for detention. She remains detained as this is written on 28th June. She was completed in January 2006 as **“Chang An China”** by Taizhou Zhongyuan Shipyard, China. She became **“Alfa Dragon”** in the same year for Turkish owners. In 2015 Greek buyers renamed her **“Jilda”** who sold her in 2021 to Turkish owners Teksel when she acquired her present name. Among the reasons for detention were an unhygienic galley and cold room and rotten provisions. One can only feel sympathy for the crew who are no doubt also poorly paid. *(Photo contributed)*

Fugro’s Latest Autonomous Survey Craft



Built by SeaKits, Tollesbury, Essex, this appears to be a larger version 18 metres in length as opposed to earlier 12 metre vessels. The name would suggest deployment in Australia as **“Fugro Mali”** has been.

(Photo by Martin Klingsick)

Bunkering Tanker Makes Its First Call

Arriving from Portland on 24th June to carry out bunkering operations on “Vaga Maersk” is “**Monjasa Promoter**”, making her first call at the port. Launched in China by Hangzhou Dongfeng Shipbuilding in 2008 and completed by Volharding, Foxhol, for Sefere Pte, Singapore as “**W-O Serefe**”. The prefix was dropped in 2010 and the following year she went to Energizer shipping of Dubai as “**Fredericia**”. In 2021 owners changed to Monjasa Chartering which still appears to be Dubai based, and she gained her current name. *(Photo contributed)*

Bunkering operations with “**Vaga Maersk**” taking place.
(Photo by Derek Sands)



Sailing later on 24th June for Portland.
(Photo by Mick Marshall)

Still Sailing After 100 Years

“Thalatta” approaching Ipswich on 7th June.

She was built in Harwich by McLearn in 1906. Fred Horlock bought her from the shipyard and put her to work coastwise from London. In 1917 she was given a small engine by her new owner Wynnfield Shipping. Passing to Captain Body in 1923 she had her engine removed and ten years later was acquired by Ipswich Maltsters R&W Paul. She went to work as a school ship for new owner John Kemp of Maldon in 1966. Passing later to the East Coast Sail trust and skippered by John Kemp who tragically died at the wheel in 1987 near Mersea Island. In 2005 it was found she was rotting away so she was moved to St Osyth boatyard for rebuilding with a grant from the Heritage Lottery fund. This was completed in 2012.

Information sourced from the internet.

(Photo by Mick Warrick)



Seen before in these pages **“Thistle”** is unique in being the only sailing barge built in Scotland, and seen here on 14th June in the River Orwell. Completed with a riveted iron hull by Wm. Hamilton, Port Glasgow in 1895, and the oldest iron hulled barge still sailing.

Originally built for Battersea coal merchant H.A. Covington, she passed to the London and Rochester Trading Co. in 1940. After an accident with her sprit in 1948 they converted her to a motor barge. In 1972 she went into private hands and spent some time as a houseboat, before restoration in 1987 returned her to her present condition for Topsail charters.

Information sourced from the internet.

(Photo by Mick Warrick)

Brightlingsea Shipping



The very early morning arrival from Setubal with cement of **“Eurica”** on 6th June, and below fully discharged at the quay and waiting the next tide to depart. *(Photos by Jim Griffiths)*





Here she is departing for Le Havre and Rouen. After loading at Rouen she sailed for Howdendyke on the Humber. Thence to Vlissingen she is heading for Grenaa in Denmark as this is written.

Launched in September 2000 by Yantar, Kaliningrad, she was completed for Dutch owners as ***“Hansa Parijs”*** by Peters, Kampen in the December. Sold to other Dutch interests in 2006 who named her ***“Willeke”***. In 2019 her registered owner became Eurica Shipping of Riga, Latvia and she was renamed. She is managed by Baltnautic, of Klaipeda, Lithuania. (Photos by Derek Sands)





Seen on Brightlingsea hard on 8th June is “**Bert Prior**” undergoing some maintenance. She had arrived the previous day from Fingringhoe on the Colne. (Photo by Kelvin Gray)



Seen from the other side of the harbour on the same day. (Photo by Colm O’Laoi)

Built 1961 in the Netherlands at Lekkerkerk by Van Duijvendijk’s and 150gt, she was fitted with a more modern bridge at some time in her long career. Now she is the sole survivor of the J.J. Prior fleet, the rest having been scrapped by their owner at Fingringhoe or sold.



“Nordica Hav” arriving from Setubal with cement on 23rd June. It had taken her eight days with speed reduced to 4.5 knots, a lot of the time against the tide and conditions.

She sailed the following day for Antwerp and is seen here using the turning basin as she leaves.



One of a series of several similar ships built by Hugo Peters at Wewelsfleth, she was completed as **“Sabine L”** in 1983. Going on charter as **“RMS Germania”** in 1992 she reverted to **“Sabine L”** three years later. Sold in 1998 she became **“Peikki”** and moved on the Hav Shipping in 2018 replacing the previous **“Nordica Hav”** which confusingly was built in 1982 by Peters, and was a near sister.
(All photos by Jim Griffiths)

Mistley Shipping



Regular Mistley caller **“RMS Duisburg”** arrives from Aalst on 12th June with more bricks from the Dutch port. She departed two days later for the Rhine port of Duisburg, Germany. *(Photo by Steve Cone)*



“Christine” arrives from Moerdijk with mineral fertiliser on 24th June. This is her first visit under this name. Built in 1986 by Ferus Smit as **“Willy”** for Dutch owners, she was managed by Holwerda from 2001 as **“Anna”**. In 2004 management changed to V Ships UK and she was renamed **“Christine Y”**. In 2009 owners became CY Shipping UK, and two years later she was acquired by Faversham Ships of Cowes, but registered in the Bahamas. She hoisted the Liberian Flag in 2015 for Athens based owners Christine Maritime SA. They removed the “Y” from her name. *(Photo by Ronald Reason)*



Sailing for Le Treport in France with the assistance of **“Gray Test”** on 27th June. *(Photo by Steve Cone)*

Great Oakley Regular Caller



Two views of Great Oakley's most regular visitor with munitions, **"River Trader"** as she makes her way down Hamford Water, having left the berth at high water as there is nothing but mud at low water! This view across the marshes from the sea wall was taken after a long cycle by the photographer. Few ships are small enough these days to reach the wharf and the only other recent caller is the Danish veteran coaster **"Saturn"**. **"River Trader"** was built by Yorkshire Drydock at Hull in 1989 for Laphorn as **"Hoo Beech"**. Sold to other UK owners in 2006 as **"Teal"** she got her present name in 2009 and is managed from Greece for River Trader Marine, Liberian Flag. (Photos by Alex Dace)

Rare American Visitor Meets Her End



Seen here on her only arrival at Ipswich as **"Coastal Venture"** on 20th April 2020, USA flagged and registered in Charleston, South Carolina, she was formerly Danish owned. Built for A.E. Sorensen as **"Elin S."** in 1971 by Svendborg Skibs. In 1985 staying with the Danish flag she became **"Kirsten Th"**, she called at Felixstowe under both her Danish owners. In 1988 she crossed the Atlantic to hoist the Venezuelan flag as **"Nerma"**. She then went to the USA flag in 1991 renamed **"Sunmar Star"** for Sunmar Navigation Inc. **"Industrial Patriot"** was her next name in 1996 and now owned by Summer Vessel Inc., who renamed her again in 1997 as **"Strong Iceland"**. She moved to Coastal Alaska Lines the following year as **"Coastal Venture"**. Coastal Transport Company became owners in 2004 and in 2010 Stevens Transport LLL of Charleston, all without changing her name. Her end came on 1st June 2022 when she was sunk as an artificial reef on the South Carolina Memorial Reef as in the photos below.
(Photo by David Hazell)





(Photos web sourced)

Dredging



Laying by at Navyard Wharf, Harwich on 4th June is Van Oord's "**Kingfisher**", before commencing operations. She is designed as a pusher tug but is also multi purpose, and will be "fishing" for large boulders in the dredged channel. She is equipped with a heavy wire and chain fishing net for this operation. Built 2009 by Safe Shipyard, Gdynia and completed by Damen, Hardinxveld as "**DMS Kingfisher**", she was acquired from Damen Marine Services by Van Oord in 2010 and the prefix to her name was dropped. *(Photo contributed)*



Heading out of the harbour at a stately 4 knots on 24th June to go "fishing" again. *(Photo by Derek Sands)*



“Rotterdam” working hard in the channel on 24th June. *(Photos by Derek Sands)*



Blast From The Past



“Fast Dolphin II” at Felixstowe 04/07/77. Built 1953 as **“Hoegh Aiglonne”** by Boelwerf, Tamise, Belgium. Sold by Hoegh in 1968 to Ankan Shipping of Mogadishu, Somalia as **“Happy Dragon”**. Just two years later owners changed to Mononyx Overseas Navigation also of Mogadishu and she was renamed **“Monoynx”**. She hoisted the flag of Panama next as **“Santa Cruz”** for Balboa International in 1972. Panama was swapped for Greece as she became **“Fast Dolphin II”** in 1975 for Fast Falcon Navigation and lastly in 1980 still Greek owned by Alkeos Shipping as **“Mata”**. Her end came in December 1981 at Gadani Beach in the hands of Fazal Corp. Shipbreakers. (Photo by the late Malcolm Cornes)



“Arcturus” enters Ipswich Wet Dock in 1979. This diminutive RoRo of only 499gt was built for Richard Adler of Bremen who traded as Argo Line. She came from the shipyard of Busumer Werf in 1967. In 1995 she was sold to Abushal Shipping and Trading firstly under the flag of St Vincent and then shortly afterwards she swapped to the Saudi flag as **“Saudi Gizan”**. In 2004 Ahmed Hashin Toama al Battat acquired her as **“Zahra III”** and she was registered in Panama, she was lost on 4th December 2007. (Photo by Derek Sands)



Passing Felixstowe, bound for Parkeston Quay on 7th January 1973 is Ellerman Wilson Line's "**Hero**". Built by Robb Caledon, Leith she was completed in December 1972. She was lengthened by eight metres in 1976. On the 13th November 1977 she was abandoned in a North Sea gale. She had taken on a list when cargo shifted and water flooded in through the stern door. In the report of the sinking it was concluded that the door was in an unseaworthy condition. Twenty seven crew and three passengers abandoned ship into life rafts, but one crew member fell into the sea and was lost. Another was rescued from the sea by a member of the ship's crew. *(Photo by the late Malcolm Cornes)*

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, Ronald Reason, Mick Warrick, Mick Marshall, Alex Dace, Martin Klingsick, Colm O'Laoi, Kelvin Gray 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