

# WSS Haven Ports Branch Newsletter November 2020



## First Time Caller



Passing Harwich on her way to berth at Parkeston Quay “**Fugro Mercator**” on 30<sup>th</sup> September. She had made her first visit earlier and has been surveying off the coast near Aldeburgh. Built in 2003 by Damen, Hardinxveld and lengthened in 2007, originally “*Meridian*” she was renamed in 2018. (Photo Mick Marshall)



Jinhai Heavy Industries of Daishan County 2019 built “**MSC Aino**” sails from Felixstowe on 2<sup>nd</sup> October bound for Antwerp after her first call at the port. *(Photo Derek Sands)*

She had arrived on 30<sup>th</sup> September well laden from Bremerhaven *(Photo contributed)*





“**Truffaldino**” sailing from Brightlingsea for Dunkirk on 3<sup>rd</sup> October after what's believed to be her first visit to the port. She had arrived the previous day with cement from Figueira da Foz. However this was not where she started her journey from! She sailed from Marina di Carrara in Italy on 14<sup>th</sup> September with a part cargo for Le Havre which only occupied the forward and aft sections of the hold. It was arranged by Uniconnection Shipping that she would call at Figueira da Foz en route and load bags of cement into the space left over in the hold. After discharging in Le Havre she made her way to Olivers Wharf at Brightlingsea to discharge her cement.



She was launched from the CSPL Yard, Decin, Czech Republic on 23<sup>rd</sup> April 1999 and completed by SW Peters, Kampen, Netherlands on 18<sup>th</sup> of September in the same year as “**Hansa Bremen**”. “**Aquila**” was her next name in 2004 followed by “**Marinda**” in 2008 and her current name in 2014. Thanks to Jim Griffiths (Uniconnection Shipping) for the voyage information and both photos.



***“Hagland Saga” seen** arriving at Rotterdam (Photo Hannes van Rijn)*

She arrived at Ipswich in the early morning on 4<sup>th</sup> October from Storasund, Norway and sailed the following evening for Glensanda (going northabout via the Pentland Firth) hence the need for Hannes kind permission to use his photo of her. Familiar to many as Arklow Shipping's **“Arklow River”** she was sideways launched into the Prinses Margrietkanaal by her builder Barkmeijer, Stroobos on 17<sup>th</sup> January 2003. She was sold in 2011 gaining her present name.



**“FWN Ruby”** sails from Ipswich for Drogheda on 5<sup>th</sup> October, having arrived from Halsvik on 1<sup>st</sup> October. Built as **“Flinter Ruby”** by Chowgule, Goa in 2012 she was sold and renamed in 2016 due to the collapse of Flinter Shipping (Photo Derek Sands)



Also sailing on 5<sup>th</sup> October “**Marten**” bound for Rotterdam after arriving in Ipswich in ballast from Chatham. Built in 2012 by Slovenske Lodenice, Komarno she was named “**Wilson Lisbon**” for a charter from October 2013 for two years, reverting to her first name at the end of the charter. Her registered owner has always been Marten Hermann Lohmann. *(Photo Derek Sands)*



Another product of the Chowgule Shipyard in Goa “**Fehn Lyra**” bustles past Felixstowe on 10<sup>th</sup> October making for Ipswich to load grain for Santa Cruz de Tenerife. Launched as “**Union Emerald**” on 2<sup>nd</sup> April 2010 she was completed in November. Sold in 2013 she was “**Fluvius Tamar**” for Exe Shipping which appears to be closely related to Amasus of the Netherlands. She went to Germany based Fehn in 2016. *(Photo contributed)*



Arriving from Emden after sunset on 11<sup>th</sup> October is **“Feed Halten”**, bound for Ipswich. She sailed three days later fully loaded for Fiska in Norway. Initially named **“Paphos”** when she was built in Romania by Severnav, Drobeta, she was sold and renamed **“Fiducia”** in 1999. Sold again in 2005 becoming **“Halten”** and being fitted with an excavator, her name was prefixed by **“Feed”** in 2008. *(Photo Derek Sands)*



**“Feed Halten”** in the River Orwell outbound fully loaded *(Photo Martin Klingsick)*



**“Arklow Ace”** passing Harwich's Stone Pier 16<sup>th</sup> October on her way to load grain for Lisbon. She had come in ballast from Le Havre. This is believed to be her first call as she was only completed in June 2020 by Ferus Smit, Westerbroek. *(Photo Mick Marshall)*



**“Wilson Hull”** passing Felixstowe inbound to Ipswich with stone from Eikefet. She was built by the Rousse Shipyard in Bulgaria as **“Joching”** in 2001 for Wessels. Renamed **“Wilson Hull”** for a charter in 2005, she reverted to her former name in 2014. In 2015 she became **“Wes Nicole”** and changed very recently back to **“Wilson Hull”**. She sailed in ballast for Hamburg the following day *(Photo Mick Warrick)*



**“Maasholm”** passes the viewing area at Felixstowe as she arrives from the Tees on the Unifeeder service on 19<sup>th</sup> October. The Chinese shipbuilder Jiangdong of Wuhu launched her in November 2011 and completed her in June 2012. *(Photo Mick Warrick)*



Arriving at Felixstowe on 19<sup>th</sup> October for the first time under this name is **“Maersk Hartford”**. Built by Hanjin Heavy Industries at Busan in 2007 as **“Maersk Kelso”** and renamed in 2013. *(Photo Derek Sands)*



Unloading her cargo of stone at Cliff Quay, Ipswich is **Marietje Hester** on 23<sup>rd</sup> October. Launched by the CSPL Yard, at Decin, Czech Republic in March 2005 as “*Marietje Deborah*” she was completed by SW Peters, Kampen. Renamed “*Annika Benita*” in 2012 she acquired her present name in 2017. (Photo contributed)



“**Naja**” alongside the 500ft berth, Ipswich on 23<sup>rd</sup> October, had arrived earlier the same day from Sillamae in Estonia, a town close to the Russian border. A product of Slovenske Lodenice, Komarno in Slovakia she was launched as “*Lebasee*” in December 1996 and completed as “*Sao Vicente*” in March 1997. Subsequent names are “*Lebasee, Moldavia, Herford, Anne Scan, Anne*” and finally her current one in 2014. (Photo contributed)



Arriving from Vlissingen on 25<sup>th</sup> October on a CMA CGM Charter is **“Wiking”**. Built by Jiangsu Jinling, Yizheng in 2016 and 48,385 gross tons.



*(Photos contributed)*



Passing Harwich inbound on 26<sup>th</sup> October is the bluff bowed “**Wind Enterprise**”. She had taken pilot at 9am but did not pass Ha'penny Pier, Harwich until 1pm at a speed of around just 2 knots. She had taken two days to get here from her position in the Sheringham offshore wind farm. Described as an offshore support vessel and built in 2011 by Daewoo, Okpo for her Danish owners. *(Photos Derek Sands)*



## More Malt For Buckie

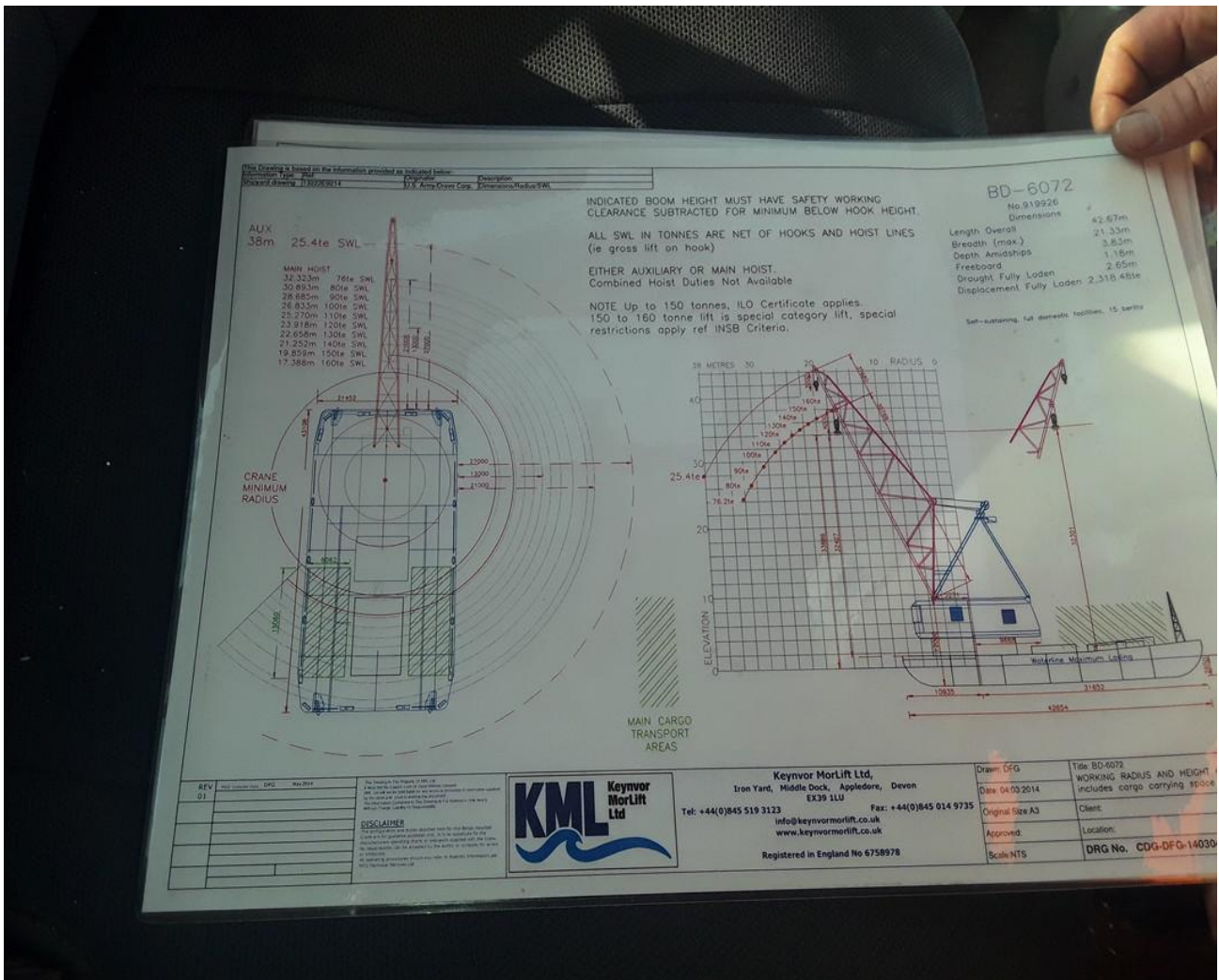
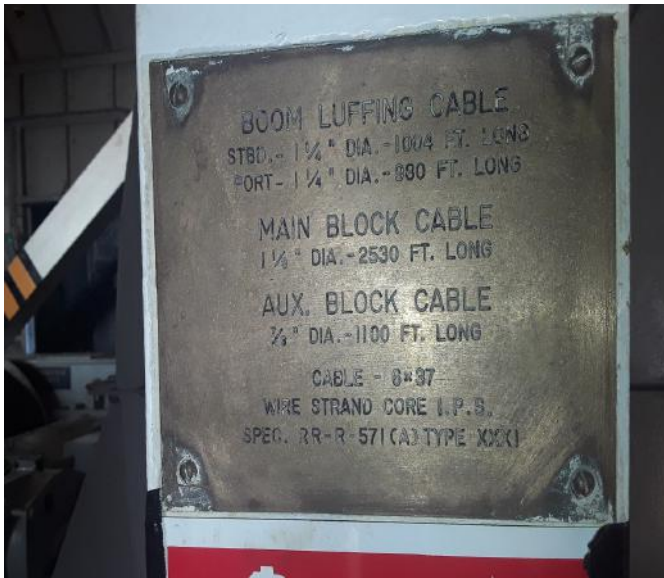


Seen loading at Mistley on 5<sup>th</sup> October is “**Smaragd**”. She sailed for Buckie on the 7<sup>th</sup> arriving there on the 9<sup>th</sup>. She is due in Kings Lynn on 18<sup>th</sup> October having spent seven days unloading in Buckie. Barkmeijer, Stroobos built her in 2003. *(Photo Derek Sands)*

## BD6072

The ex US Army derrick barge “**BD6072**” has done a lot of the work associated with the remodelling of RoRo 3 and RoRo 4 berths at Felixstowe. She is currently laying by (19/10/2020) at Felixstowe, presumably waiting for the new bridge for RoRo 4 to arrive. She is of some vintage having been built by Dravo Corp. Pittsburgh in 1954 as “**Algiers**” and supposedly retired in 2002. Her sisters “**Pine Ridge (BD6073)**” and “**Naples (BD6074)**” are both shown as active and in the case of the former specifically in the UK. So there maybe some dispute as to actually which BD were are looking at. Nevertheless below are some photos taken internally of the veteran which are very interesting.





Builders plate and specification sheet of her current owners Keynvor Morlift Ltd.



The view from the cab and the view on deck. The ballasting arrangement and the two caterpillar engines powering the crane. *(All photos contributed)*

## Greek Waters 1981/1982

On my first ever holiday to Greece with my wife, as a young couple, we went to explore the area of Athens, visiting the Acropolis and other parts, including the busy port area. On 3<sup>rd</sup> July 1981 we flew from Luton airport to Greece for a package holiday with Cosmos for 7 days. My first place to visit would be the port - in those days you were able to walk in any gate area with no security to be seen, and click away with your camera. The port seemed to be divided into 3 areas: cruise ships, ferries and general cargo, with ferries being the busiest coming and going and absolutely packed with people, both at the dock gate and on the ferries themselves. The ferries were unlike today, being of a very small size, averaging around 4-5,000 gross tons. First to be viewed were the following: City of Myconos (1956), Homerus (1958), Candia (1971), Zakros (1953) and Minos (1952). Other ferries of interest were Kamiros (1966) ex Prins Hamlet Harwich-Hamburg route and Kimolos (1962) ex Free Enterprise, along with the Epirotiki passenger vessels Apollon II (1952) ex Irish Coast and Neptune (1955). Cruise vessels in port were Navarino (1957), Bashkiriya (1964) and Golden Odyssey (1974), all quite small vessels with regard to today's standards. The third part of the port was the general cargo area with the smaller coastal vessels at the front and a few larger vessels behind which I have pictures of. First vessel was the Ageliki (1957), Athlos I (1960), Athlos III (1961), Paleoupolis (1956) all of 499grt and Anna A (1951) 868grt and the Dutch vessel Jan (1966) 1,071grt. The larger vessels were the following: Zanet (1966), Preslav (1966), Nelia (1955), Ermioni (1973) and the Russian vessel Ligovo (1967). Tugs were also numerous in the port with Aetos (1958), Kerveros (1944), Armadores II (1944), Jason (1938) and the salvage tug Asteri (1970) all present.



**“Emerald Sea”** in the general cargo area, built as **“Byblos”** by Weser Seebeck, Bremerhaven in 1959. Further names were **“Bockholm” “Raza” “Emerald Sea” “Zacapa”** and **“Emerald Sea”** before going to breakers at Gadani Beach in March 1984.

After a couple of days doing a few visits with my wife came my next interesting journey Perama Bay. Taking a bus from Athens around to the bay, which if I remember took about 30 minutes, while passing we viewed many vessels laying at anchor. I did read once that there were over a thousand ships in the area, laying idle, a ship spotter's paradise. Once we arrived we were the only two to get off the bus, not the sort of place many visitors would go to I expect - dirty, dusty, and extremely hot, but that didn't bother me, as I was full of excitement with all these ships on view.



“**Agia Efimia**” (behind) and “**Alkmini A**” laid up in Perama. “**Agia Efimia**” was built as “**Anita**” by Deutsche Werft, Finkenwerder in 1952. Becoming “**Euna**” in 1972 and in 1974 “**Agia Efimia**” in 1982 she was renamed “**Ionian Sky**” and went to Gadani breakers in June 1984. The smaller ship in front is much older being built in 1937 at Lindenholtens Varv, Gothenburg as “**Astri**”. Next she was “**Pan**” in 1952 followed by “**Frigg**” in '57 and “**Mylle**” in 1961. She was “**Mercia**” in '69 before her final name of “**Alkmini A**” was painted up in 1974. Ten years later she was broken up at Perama.

My wife decided to have a paddle in the nearby water, while I perched myself up against some rocks with my binoculars and camera trying to keep out of sight of anyone as I must of looked suspicious, especially being a visitor to the country and hearing reports of high security. After noting down a few ships that were swinging at anchor I heard a loud noise, turned around only to see two armed port officers approaching me. Without any questions I was picked up and taken to the port security building which was only two minutes away. I explained that my wife would be wondering where I was. They replied saying it would be about 30 minutes before I could go. Once in the building I was sat down on a chair with a senior officer asking me questions on what was I doing there. It was all quite frightening as all three security men were standing in front of me and I didn't know what to expect. The first thing I asked was could I use the toilet? which they agreed. When in there I glanced out of the window looking onto the other side of the bay, only to be greeted with an amazing view of laid up lines of tankers. The first one I shall never forget was the Amoco Texas City (1970) 39,246grt.

Once back in the room I was searched and they found my notebook with names of ships I had noted down. Then they called out a couple of names and asked where they were? One of his colleagues spoke and said that one is in the bay over there, pointing. He then took my camera off me and pulled the film out cutting it up in front of me. He gave me the camera back stating no pictures to be taken in the port or any sensitive areas in Greece! I tried to explain I was on holiday and my interest was in shipping, but he replied “*Holiday makers do not do*

*what you are doing, and I believe Cosmos is a Turkish connection, and you are spying on our naval base” which I replied “Most of the Greek navy was ex British”. He was not amused!!*

After all the questioning, I was released on condition I returned the next day with my notebook and passport, so returning to meet my wife who asked where I had been? I explained everything that had happened and that we needed to return the next day with our joint passport. While we were talking I had noticed my wife had oil on most of her clothing, obviously the water in the area was not very clean due to all the vessels in the bay. The next day we returned to the port authority building and I was asked to leave my notebook and our passport. We travelled back to Athens and informed the holiday rep who was horrified! She arranged for a translator to accompany us back to Perama Bay to explain that we were on vacation. She managed to persuade the port official that we were only on holiday and my hobby was shipping photography. Our passport was returned to us and we were told never to return to the area of Perama Bay. I did copy names down in another notebook the night before so I didn't lose any of the information I had written down.

We did return to Greece the following year and boarded a ferry from Piraeus on a short trip to Salamis Island. This took us past Perama shipyards where I saw the British registered vessel Shonga (1973) 9,236grt in a dry dock, along with other ships all lined up awaiting repair or laid up. I was very careful this time where to point my camera as I was being watched by the person steering the small ferry across to Salamis Island.



**“European Master”** in one of the floating docks at Perama. Built by Kockums of Malmo in 1961 as **“Siganka”** later names were **“Theologos, Pan, Pankrator, Cestos Bay, European Master** and finally **“Warnant”**. Chittagong breakers took her in January 1981.



The capsized wreck of “**Sophia**” seen on 12<sup>th</sup> April 1982. She had already been in this position since developing a leak on 17<sup>th</sup> May 1976 and was not removed until scrapped in 1986. Originally the Wallenius owned tanker “**Soya-Brigitta**” and another product of Kockums at Malmo in 1953, she was converted to a ferry in 1966 and named “**Sophia**”.

It was difficult going past all the half submerged vessels lying around and very old general cargo vessels anchored everywhere you looked. I did get a few pictures, but not as many as I would have liked. Finally, on my first visit to Perama Bay before I was picked up, I recorded the following ships in lines of five or six. Three of the Chandris fleet were tied up together Regina Prima (1939), Ellinis (1936), Romantica (1936) along with Olympia (1953) which had been laid up since 1974. On the end of the line was a small passenger vessel named Leto (1949) ex Queen of the Channel built by Wm Denny & Bros Ltd, Dumbarton 1,594grt, little did I know at the time she actually sailed from Ramsgate, Kent. On her first full season calling at Dover then cruising to Dungeness, she then took on the London to Clacton service from Tower Pier, calling at Southend en route. To see her so far away from home was very interesting, pity I never got a picture of her in her final resting place.





Two views of laid up shipping at Keratsini

After 36 years myself and my wife returned to Piraeus on a cruise in 2017. We were surprised how much things had changed, Ferries are larger and the general cargo berths have now gone. On a vantage point on a hill, I could view parts of Perama Bay with its many container cranes and vehicle carrying berths. Not a laid up vessel in sight! I believe there are still a few hidden away, how things have changed in the port of Piraeus and the surrounding areas! I expect the port authority officers who questioned me then have long gone.

*Michael Warrick - 2018*

## Long Term Resident !



Seen here on 22<sup>nd</sup> September at Parkeston Quay is “**Prospector 5**”. She arrived here on 7<sup>th</sup> April to lay up and conduct some maintenance and just has a skeleton crew which has had a problem getting relief due to coronavirus restrictions. She does not appear to be making any preparations to leave anytime soon. In 2014 she was built in China by Shanghai Waigaoqiao and is a self elevating drilling rig, owned by Borr Drilling, UAE but registered in Vanuatu. *(Photo contributed)*

## Recent Visitors



“**Heinz G**” passing Landguard point, Felixstowe inbound from Rotterdam to load in Ipswich on 30<sup>th</sup> September, departing six days later for Dunkirk East. Her keel was laid in August 2008 by the Sava Yard, Macvanska Mitorvica, Serbia. She was not launched until the 1<sup>st</sup> of December the following year and completed by Damen, Bergum in January 2011. For a charter she had the name “***Wilson Dunkirk***” from March 2016 until May 2019. *(Photo contributed)*



Hansa Shipping's “**Krislin**” passing Felixstowe outbound from Ipswich on 1<sup>st</sup> October and heading for Amsterdam. She had arrived with timber from Riga three days earlier. Built in Bulgaria by the Rousse Shipyard as “***Anna***” for Nimmrich & Prahm. She was acquired by Hansa in 2016. *(Photo contributed)*



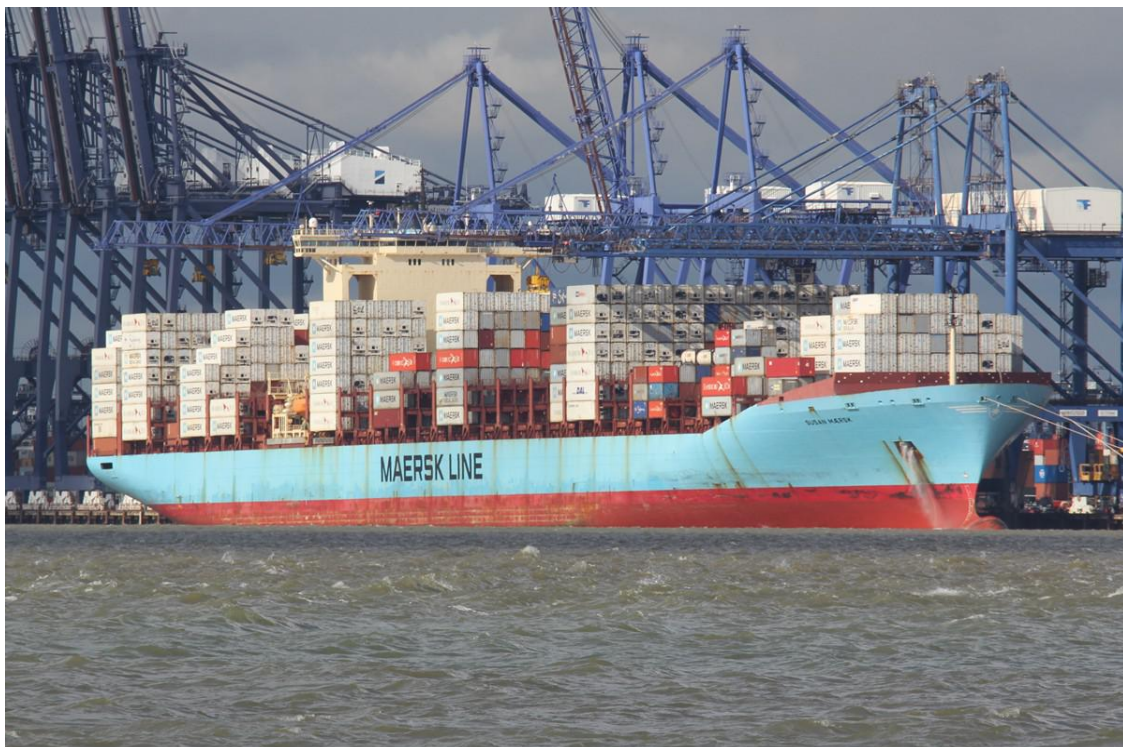
Also seen on October 1<sup>st</sup> departing for Bremerhaven after a rare call is “**Maersk Senang**” Built in 2007 by Hyundai, Ulsan. *(Photo contributed)*



Bearing the APL logo which is soon to disappear as APL has been part of CMA CGM since 2016 and will lose its identity in December. The ship itself “**APL Norway**” came from the Koyo Dockyard at Mihara in Japan in 2007. She is seen here departing Felixstowe on 6<sup>th</sup> October heading for Antwerp, and thence the Middle East, she arrived at Mersin, Turkey on 28<sup>th</sup> October *(Photo contributed)*



Passing Felixstowe on 6<sup>th</sup> October inbound for the Parkeston Tanker Jetty is “**LS Evanne**”. Owned in the Netherlands but flying the flag of Gibraltar she was built in Turkey by Umo, KD-Eregli in 2010 as “**Kormel**”. Her current owners acquired her in 2012 and changed her name. *(Photo contributed)*



Berthed at Trinity number six on 6<sup>th</sup> October and making a rare visit these days is the 1997 built “**Susan Maersk**”. Completed by Odense Staalskibs, Lindo, she has since had her superstructure heightened to allow for extra containers on deck. A sister vessel has already been recycled at Aliaga ! *(Photo contributed)*



Passing Felixstowe inbound for Ipswich with stone from Belfast is “**Arklow Vanguard**” on 12<sup>th</sup> October. One of ten sisters all being built by Royal Bodewes, Hoogezand she was completed in May 2017. *(Photo contributed)*



Imports of sea dredged sand and aggregates are frequent arrivals in Ipswich. Passing Felixstowe and bound for Ipswich from the North Sea dredging grounds is “**Charlemagne**” on 16<sup>th</sup> October. She came from specialist dredger builder IHC Holland Dredgers, at Kinderdijk in 2002. Some of the imports are taken inland by train from the terminal on West Bank. *(Photo contributed)*



Keeping busy since her arrival from IJmuiden, “**Mars**” is seen here assisting “**Maersk Hartford**” on 19<sup>th</sup> October. *(Photo contributed)*



An exceptionally high tide prevented the photographer reaching his normal spot on the beach at Point Clear, as the “**RMS Baerl**” heads into Brightlingsea Creek to berth at Olivers Wharf with bagged cement from Figueira da Foz on 19th October. The ship was launched as “**Rhonediep**” by Severnav, Drobeta, Romania in May 1999 and completed at Oldersum by Schloemer later that month. She made many calls at Mistley as “**Kirsten**” from 1999 with ingots from Spain before gaining her present name in 2006. *(Photo Derek Sands)*



Seen in the River Orwell as she approaches Ipswich on 22<sup>nd</sup> October is “**Arklow Valour**” another one of the ten sisters from Royal Bodewes, Hoogezand, this one also built in 2017. She had come from Bilbao which normally means a cement cargo and sailed to Delfzijl two days later. *(Photo contributed)*



Also arriving at Ipswich on 20<sup>th</sup> October is “**Bothnia**” to load recycled oil for Kalundborg. She was built by Zhenjiang Sopo, China in 2013 and launched as “**OW Bothnia**” in May 2011. She seems to have been renamed before completion as “**Pu Xin**” before finally being completed in 2013 as “**Bothnia**”. Subsequent names are “**Orabothnia**” also in 2013 and reverting to “**Bothnia**” in 2015. *(Photo contributed)*

## Clearing Pollution Chambers on the Orwell Bridge



Seen here in the charge of two work boats is Red 7 Marine's platform **"Haven Seajack 2"** heading for a position under the Orwell Bridge on 20<sup>th</sup> October.....



.....and in position. With a 4,000 gallon tanker and jetting truck for the removal of Accumulated Liquid, Debris and silt.



Taska Marine's workboat “Nato”.....



.....and its partner in this move “TM Star”

Taska Marine is a family owned independent company established over 25 years ago in Ipswich. Spec sheets for these work boats are available on their website.

*(Photos contributed)*

## MSC Medley at Felixstowe



“MSC Clorinda” arriving on 5<sup>th</sup> October from Le Havre. Built 2012 by Daewoo, Okpo



“MSC Istanbul” arriving on 6<sup>th</sup> October from Antwerp. Built 2015 by STX, Jinhae



**“MSC Paloma”** sailing on 6<sup>th</sup> October for Algeciras. Built 2010 by Daewoo, Okpo.



**“MSC London”** sailing for Malaga on 16<sup>th</sup> October. Built by STX at Jinhae in 2014.



**“MSC Venice”** sailing for Bremerhaven on 20<sup>th</sup> October. Another product of STX, Jinhae in 2016. *(All photos contributed)*

### **Blast From the Past**



German Navy minesweepers at Harwich Navyyard Wharf in 1970. Left to right **“Hertha”** and **“Nympe”** (Ariadne Class) and **“Nautilus”** (Frauenlob Class). All built in the 1960s. *(Photo Betty Warren)*



**“Ocean Cock”** and **“Ionia”** at Harwich Navyyard Wharf 1967/8. **“Ocean Cock”** was built in 1932 by Hall at Aberdeen and scrapped at Willebroek in 1969. *(Photo Betty Warren)*



**“Victual”** at Colchester on 20<sup>th</sup> August 1981. Built by Rowhedge Ironworks and launched in March 1945 as VIC 77. She was seen at Schragen near Den Helder in Holland in 2007. Nothing further known. *(Photo by Tim Webb, Bedford Branch)*



**“Rolston”** at Pertwee's berth in the upper reaches of the Hythe at Colchester on 20<sup>th</sup> August 1981. Built as **“Vauban”** in 1962 by Brazen Island SY, Polruan Bay, Fowey and of 370 gross tons. In 1980 **“La Belle Carole”** was painted up but she was never registered as such. In 1981 she was sold and renamed **“Rolston”**. New Holland Shipyard purchased her for breaking up at Barton on Humber in July 1987. (Photos by Tim Webb, Bedford Branch)

*Compiled by Derek Sands and edited by Neil Davidson*

*Grateful thanks to David Hazell for his many contributions and also to Mick Warrick, Mick Marshall, Hannes Van Rijn, Martin Kingslick, Tim Webb, Jim Griffiths (Uniconnection Shipping) and last but not least my mother in law, Betty Warren*

*Material submitted and not published is still held for use in future editions.*

*Please email any contributions to [dereksands54@gmail.com](mailto:dereksands54@gmail.com)*

*Next month will be a bumper edition with the first part of Colin Keeble's memoirs of a radio officer*