

WORLD SHIP SOCIETY, HAVEN PORTS BRANCH NEWSLETTER APRIL 2021



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
doreksands54@gmail.com

A collage of four images of different ships. The top-left image shows a blue cargo ship. The top-right image shows a red container ship. The bottom-left image shows a blue ship with 'LCS' on its side. The bottom-right image shows a blue container ship.

Members will be sent a link invite to meetings which will start at 8pm. Zoom is a simple way to keep in touch, a webcam and microphone will be needed, although the meeting can be followed without either.

First Time Caller



Discharging her cargo loaded in Klaipeda at the 500ft berth, Ipswich is “New Leo” on the 1st of March. She had arrived the previous day and would depart for Rotterdam on the 2nd. Launched by Baltijos, Klaipeda in August 1996 as “Akville” for Lithuanian Shipping Co., she was completed in Spain by Astilleros Huelva in July the following year. Prestige Ltd became her owner in 2015 when she was renamed. *(Photo contributed)*



“Vega Scorpio” arrives at Felixstowe on a Unifeeder service from Hamburg on 4th March. Built by Yangfan Group, Zhoushan, China in 2010 for Vega Reederei-Friedrich Dauber of Hamburg, she departed for Bremerhaven the following day. *(Photo contributed)* (2)



Also arriving on the 4th March, bound for Parkeston Quay after a short call at Harwich Navyard Wharf is “**Fugro Searcher**”. She left Pointe Noire in the Republic of Congo on 5th February and bunkered at Las Palmas before arriving here after survey work in the North Sea. She was built by Fassmer at Berne on the River Weser in 2010. She is classed as a research ship.
(Photo contributed)

Below, she is seen passing Harwich on the following day outbound for the survey area.
(Photo by Derek Sands)





“Fluvius Tavy” alongside Cliff Quay, Ipswich on 7th March and very recently arrived from Gydnia. She was launched into the River Oder by Partner Shipyard, Police, Poland in December 2008. Completion was carried out in August 2009 by Shipkits, Groningen and she was named **“Abis Antwerpen”**. When her owners Abis of Harlingen went bankrupt in 2016 she was purchased at auction by Amasus and renamed in 2017. *(Photo contributed)*



“Jadeland” at Ipswich on 9th March, arrived from Muuga in Estonia according to AIS but Kunda, also in Estonia, as reported by HHA website! Seen here discharging at Cliff Quay on the 11th February, she left for Hamburg on the 16th for Setubal. Built as **“Dinkeldiep”** by Rongcheng Shipbuilders in 2011, she became **“Kalvoe”** in 2017 before gaining her present name in February 2021. She appears to have always been owned by German principals. *(Photo contributed)* (4)



The Exeter registered Trawler “**Ansgar**” was an unusual caller at Harwich's Navyard Wharf on 11th March. She is seen here sailing the same day for Boulogne. She was built in Spain at Vigo by Cardama in 2002. Despite her UK flag her owners Boer and Zonen are based in the Netherlands. *(Photo contributed)*



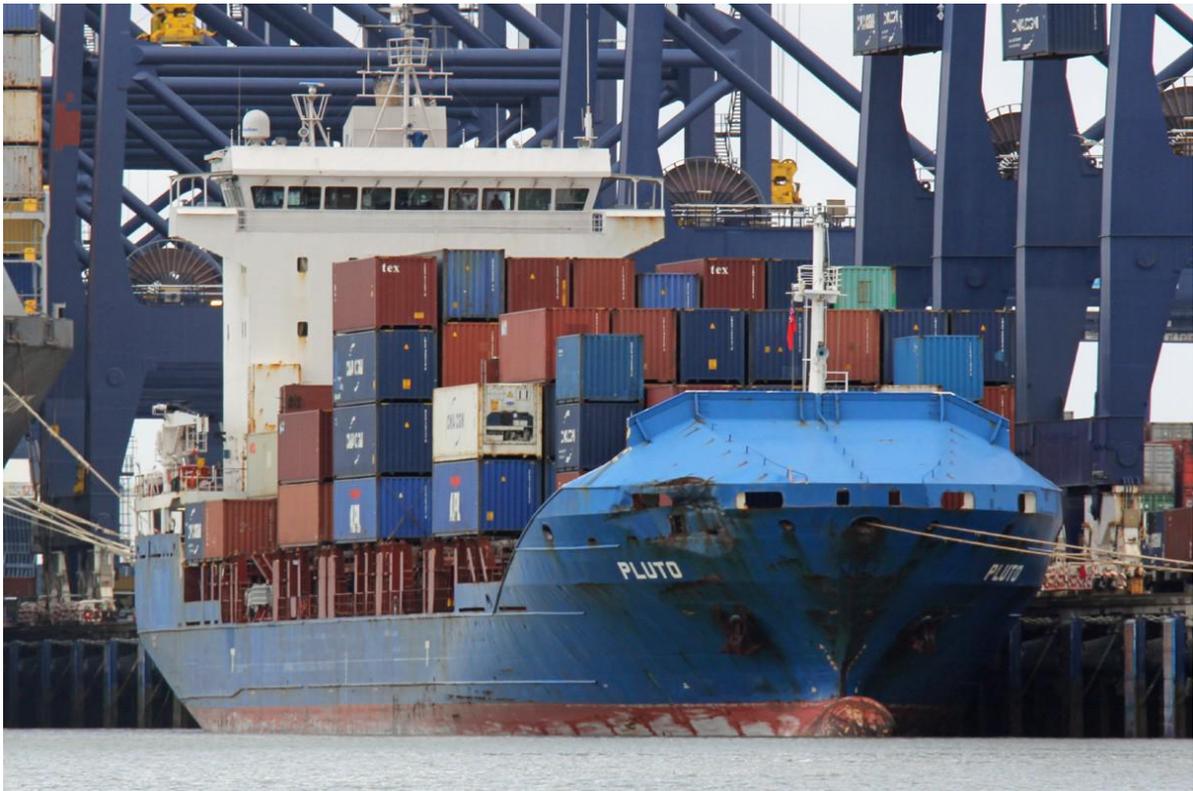
“**Pearl-T**” became the latest tanker to call at Felixstowe with molasses when she arrived from Jorf Lasfar in Morocco on 16th March. After a four day discharge she left for Rotterdam on the 20th. Torlak of Tuzla launched her in December 2002 and she was completed as “**Belfin**” in July 2003 for Turkish owners. She changed name in 2017 when purchased by her present Geneva based owners. As this is written she is en-route to Dakar in Senegal. *(Photo by Derek Sands)*



After being diverted from London Gateway port, the Danish flagged **“Rome Express”** sails from Felixstowe for Antwerp on 20th March. Her owners Navigare Capital Partners acquired her in 2019 from Peter Dohle. The 12,552 TEU vessel is working for Hapag-Lloyd at present, but is better known for her calls at Felixstowe under charter to MSC as **“MSC Filomena”**. She was built in 2010 by Samsung, Koje. *(Photo contributed)*

Another view below as she rounds the Beach End outbound in the last of the day's light. *(Photo by Derek Sands)*





Unifeeder's **“Pluto”** at Trinity Terminal Felixstowe on 21st March, showing significant damage to her bulwarks. This is an “old wound” acquired before July 2019 when she was trading as **“Samskip Skalafell”**. She was launched as **“Polarico”** and completed as **“Frisian Cruiser”** by Sainty Shipbuilding, Jiangdu, China in April 2008. Subsequent names are **“Ice Crystal, Mell Senang, Ice Crystal, Sunset X, Samskip Skalafell”** and currently **“Pluto”** since May 2020. She left later in the day as seen below. *(Photos contributed)*





Heading for the berth vacated by **“Pluto”** is **“AS Fatima”** which has made the short voyage from Tilbury's Northfleet Hope. Built in China in 2008 by Zhenjiang Ouhua Shipbuilding, Zhoushan as **“Warnow Vaquita”** she moved from Cyprus based Marlow Navigation to MPC Munchmeyer Group's, Ahrenkiel Steamship in 2015 and was renamed as above.
(Photo contributed)



A familiar sight in Ipswich under her previous name of **“Arklow Rose”**, Charles Willie's **“Celtic Venture”** makes her first Ipswich call under this name on 22nd March. One of ten similar ships, Arklow sold her in 2016. She was built at Stroobos in the Netherlands by Barkmeijer in 2002.
(Photo contributed)



Wagenborg's "**Ijborg**" makes an excellent photo as she passes Felixstowe inbound from New Orleans for Ipswich on 25th March. Rice is normally the cargo imported on these voyages. Her building was contracted to Damen, Gorinchem but she was built in Damen's Yichang Shipyard in China in 2009 as "**Helga**" for Van Dijk and managed by Wagenborg. For various charters she became "**Kent Atlas, Helga, Clipper Avalon, Thorco Tribute**" before reverting to "**Helga**" again in 2015. Her renaming to "**Ijborg**" came in 2019 and her registered owner became Wagenborg in 2017. *(Photo contributed)*

In the photo below she is about to pass under the Orwell Bridge as she arrives at Ipswich. She departed on 31st March for Kotka in Finland *(Photo by Derek Sands)*



Brightlingsea Shipping

With the Covid restrictions still in place once again no recent photography trips to Brightlingsea have been made, so the ship photos are sourced from different locations.



Seen at Ipswich in 2008 is “**Eems Carrier**”. She arrived at Brightlingsea on 4th March from Setubal with bagged cement and left on the next tide for Rotterdam. She was built by Peters at Kampen as the Dutch Flag “**Koerier**” being completed in October 1996. In 2008 she swapped her port registry from Sneek to Amsterdam when she changed owners but remained under the Dutch Flag as “**Eems Carrier**”. (Photo by Derek Sands)

Brightlingsea's next ship was a second visit from “**Rix Eleonora**” a picture of which appeared in the last newsletter. She arrived from Setubal on the early morning tide of the 18th March and was discharged in timely fashion to make the next tide for departure to Koege in Denmark. She is seen here departing on Brightlingsea Sailing Club's webcam.



Mistley Shipping



“**Scot Mariner**” unloading her cargo of wood pellets on 2nd March. She had arrived from Inverness earlier in the day and departed for her next port on the 5th this being Varberg in Sweden. She is a product of the Tille yard in Kootstertille, Netherlands in 2001 and 2,594 gross tonnes.



“**RMS Cuxhaven**” arriving on 7th March from Aalst in the Netherlands with a cargo of bricks. Daewoo-Mangalia in Romania launched her as “**Danio**” in November 2000. She went to be completed in May 2001 by Pattje, Waterhuizen, in the Groningen Province of the Netherlands. Her owner Frank Dahl sold her to Rhenus Maritime Services in 2014, and she acquired her present name.

(Photos by Steve Cone)



Arriving on the evening of the 10th March from Flixborough on the Trent is “**Samira**”. Loading of malt would commence the following day and she would leave for Buckie on the late evening tide of the 12th. Her hull was launched as “*Hansa London*” by the Croatian yard of Leda at Korcula and she was completed in July 2004 by Peters at Kampen as “**Samira**” with a gross tonnage of 1,435. *(Photo by Steve Cone)*



Loading taking place on the afternoon of 12th March. She arrived at Buckie on 15th March and began the long voyage south to the Sussex port of Rye on the 17th presumably with a cargo of cobblestones or similar, a common export from Buckie. *(Photo by Mick Warrick)* (12)



“RMS Ratingen” arrives at Mistley on the 24th March from Belfast with a stone cargo. She had waited at anchor for two days for there to be enough water to allow her up to the quay. She would leave the following day in ballast for Vlissingen.

Launched in January 2002 by Daewoo-Mangalia, Romania she was completed three months later by Bodewes Volharding, Foxhol.

(Photo by Steve Cone)



Seen here alongside at Mistley on 25th March. *(Photo by Derek Sands)*

Recent Callers



“Calamar” passing Harwich's Stone Pier inbound for Ipswich on 27th February. Her last port was Seaham in County Durham where she discharged part of her cargo of timber from Kaskinen in Finland, the rest being destined for Ipswich in what has become a regular voyage plan. She was launched by Marine Projects, Gdansk in September 2011 and completed two months later by Royal Bodewes, Hoogezand. She sailed for Stralsund the next day and afterwards made her way back to Finland via the Swedish port of Ahus. *(Photo by Derek Sands)*

Taken on the same day as above is **“MSC Madrid”** with tug **“Svitzer Shotley”** attached at the stern. Her previous port being Le Havre, she left for Antwerp two days later and later arrived at Sines in Portugal before setting off for Piraeus. She has been on charter to MSC since being built for Claus-Peter Offen in 2011 by Daewoo-Mangalia, Romania. *(Photo by Derek Sands)*





One of a number of similar vessels built by the Chowgule Shipyard in Goa is “**Schelledijk**” completed in 2010. Seen here at Cliff Quay, Ipswich on 1st March, the day she arrived with a wheat cargo from Mukran in the eastern part of Germany, she did not depart for Antwerp until the 4th. *(Photo contributed)*



Having just arrived at Felixstowe from Antwerp less than an hour previously, “**Maersk Emden**” awaits the cranes to boom down to start work on 5th March. She was launched as “**Ruby Rickmers**” by Hyundai, Ulsan in February 2010 and completed in May for long term charter to Maersk. Upon Rickmers' 2017 liquidation she and several sisters were eventually acquired by Maersk. *(Photo by Derek Sands)*



“**Navios Vermilion**” arrives Felixstowe on 6th March, engaged on the Cosco service to Greece and Turkey. Built for Rickmers for charter to Australian National line in 2007 by Dalian Shipbuilding, China, she was launched as “*Vicki Rickmers*” but swiftly took the name “*ANL Warringa*”. In 2017 presumably the charter finished with the demise of Rickmers and Navios Maritime Holdings acquired her. *(Photo contributed)*



Sailing for Wilhelmshaven on 6th March is “**CSCL Atlantic Ocean**” and after a subsequent call in Zeebrugge she headed for Piraeus in Greece, arriving there on the 19th and leaving two days later bound for Singapore. She began life in 2015 when completed by Hyundai, Ulsan in the green livery of China Shipping. She more recently acquired the corporate livery of the Cosco/China Shipping merger. *(Photo contributed)*



Waiting to load for Amsterdam at the Old Power Station berth, Ipswich on 7th March is “**Alexander**”. She had arrived two days earlier in ballast from Rotterdam and did not sail until 9th March. She appears to have been built for her shipyard’s own account in 2019, they being Ananda Shipyard and Slipways, Dhaka, Bangladesh. Named “**Anshu**”, her registered owners became Ananda Shipping lines in 2018 and she was sold in 2019 to German interests being renamed as above. *(Photo contributed)*



Making her first call at Felixstowe in a long while is “**Georg Maersk**” as she arrives from Antwerp on 10th March. The weather caused the photographer to take cover in a shelter which had seen better days! She was built by Odense Staalskibs, Lindo in 2006. After an extended stay of nearly five days she left for Algeciras. *(Photo by Derek Sands)* (17)



Whilst getting in position to photograph the incoming “**Georg Maersk**” “**MSC Rosa M**” was snapped departing for Hamburg. Daewoo, Okpo completed her in 2010. *(Photo by Derek Sands)*



Making her second recent visit on 11th March after not calling at Felixstowe for some time previously is “**Cosco Vietnam**” Built in 2011 by Hyundai, her further details are in March's newsletter. *(Photo contributed)*



“Wilson Heron” enters the harbour on 11th March from Sillamae in Estonia and bound for Ipswich. Launched in November 1994 as “Ilka”, she was completed as “Garmo” by Pattje, Waterhuizen. She appears to have been German owned and on charter to Wilson until her renaming to “Wilson Heron” in 2008 when her registered owner became Wilson. She departed for Rotterdam on 15th March. (Photo by Mick Marshall)



Dwarfed by the vast bulk of a large container ship at Felixstowe, “Arklow Venus” passes by bound for Ipswich on 12th March. She had left Bilbao three days earlier with her cargo of cement. After a two day stay she left for Porsgrunn in Norway to load for Newport in South Wales. One of ten sisters all built by Royal Bodewes, Hoogezand, she was completed in January 2018. (Photo by Derek Sands)



In windy conditions on 12th March “**Svitzer Deben**” takes the strain to pull the stern of “**OOCL Japan**” round the sharp corner at the Beach End in the Felixstowe approach channel. “**Svitzer Shotley**” and “**Svitzer Sky**” lie alongside ready to check and turn her before berthing. Shortly “**Svitzer Kent**” will join them as bow tug. After leaving for Gdansk “**OOCL Japan**” would return to Felixstowe on 25th March before making for Wilhelmshaven. Samsung, Koje, launched her in May 2017 and completed her just less than four months later. *(Photo by Derek Sands)*



Bow tug attaching and getting ready for a starboard swing onto Berth 9. However this was abandoned for a port swing as the south westerly winds got hold of the ship blowing her towards the quay. Despite four tugs going flat out the ship continued to close the quay as Harwich VTS counted down the distance from the berth. *(Photo contributed)*



When the ship was 70 metres from the quay the pilot abandoned the port swing too and “**Svitzer Shotley**” and “**Svitzer Sky**” made for safety to avoid being crushed against the quay. *(Photos and information contributed)*





“Georg Maersk” leaves Felixstowe in much calmer conditions on 15th March.
(Photo contributed)



Gibraltar registered and wearing the colours of James Fisher as she passes Harwich outbound on 17th March, **“Sarnia Cherie”** is bound for Teesport. As her name suggests (Sarnia being one of the Latin names for Guernsey) she spends some time supplying the Channel Islands. However coasting work is undertaken too, as after Teesport, she called at Immingham before going north for Scapa Flow and then south to Stanlow on the Manchester Ship Canal. The 3rd International Shipyard of Astrakhan launched her as **“Vedrey Tora”** in October 2005 but she was not completed until June 2007 by BLRT Tallinn. She got her present name in 2009.

(Photo by Derek Sands)



Heading for Ipswich on 17th March as she enters the harbour is “**Frisian Sea**” with her recently fitted eConowind Flatrack Ventfoil sails in the folded position as she passes Harwich's Stone Pier. Her last port being Southampton, she will load for Riga, sailing from Ipswich on the 19th March. She was completed in 2014 by the family owned Leda Shipyard, Korcula based on the island of the same name in Croatia. *(Photo by Derek Sands)*



A close up of her folded “sails” as she arrives at Ipswich. *(Photo contributed)*



With the stern tug attached and a tug about to gather the line at the bow “**MSC Francesca**” arrives at Felixstowe on 17th March. Another ship that has not called for some time, she has acquired an exhaust scrubber in her absence. Hyundai, Samho completed her in December 2008. After a two day stay at Berth 8 she sailed for Rotterdam. *(Photo by Derek Sands)*



“**Arklow Ruler**” sailing from Ipswich on possibly her last voyage for Arklow on 19th March. Some time later in the month she was sold to Kopervik of Norway and renamed “**Fri Gdansk**”. One of several sisters built by Barkmeijer, Stroobos she was completed in April 2006. *(Photo by Mick Warrick)*



Setting off for Gdansk from Felixstowe's Berth 9 on 19th March is “**Cosco Shipping Star**” resplendent in her updated livery. With an overall length of 399.9 metres and a gross tonnage of 197,976 she was built in 2019 by Shanghai Waigaoqiao. *(Photo contributed)*



Passing Felixstowe on her way to Ipswich on 20th March is regular caller “**Paulin-B**”. Her previous port was Schiedam and she would head in that direction again when sailing on 25th March. Built by Arminius at Bodenwerder, far inland on the River Weser in 1994 as “**Keret**” for Russian owners, like all of her nine sisters she was sold in 2015/16 in her case in 2016 to German owners and gained her present name. Only her sister “**Seg**” remained with the same name although she is now owned by Port of Wisbech Holdings but managed in Russia. *(Photo contributed)*



“Atlantic Wind” passes Felixstowe outbound from Parkeston Tanker Jetty on 20th March. She had arrived from Amsterdam on the 18th and sailed for Rotterdam. Launched in July 2006 by Aker, Braila in Romania, she was completed in May 2007 by Aker, Brevik, Norway as **“Marida Boreas”**. Sold in 2010 to become **“Ternen”** she joined her present owner Carl Peters in 2013 and was renamed as above. *(Photo contributed)*



Formerly owned by Nippon Yusen Kaisha, MSC chartered and Danaos owned **“Catherine C”** leaves Felixstowe for Hamburg on 21st March. Built as **“NYK Lodestar”** in 2001 by Samsung Koje, she was briefly **“Lodestar”** before her present name was acquired. *(Photo contributed)*



“Ark Dania” at the recently rebuilt RoRo 4 berth Felixstowe, deputising for the absent **“Suecia Seaways”**. This may well have been her first visit to the port. She was launched by P&S Werften, Stralsund in July 2014, she was completed in the November by Fayard, Munkebo, Denmark. *(Photo by Derek Sands)*



Turning off Felixstowe's Berth 9 with assisting tugs is the Evergreen chartered **“Tampa Triumph”** on 22nd March. This is her first visit for some time. Built at Mihara by Imabari Zosen in 2017 for Shoei Kisen KK, but nominally owned in Panama. *(Photo contributed)* (27)



“Elke” looking very different on 22nd March, as on her last visit to Felixstowe she sported a dark blue hull. Her current owners Jens & Waller acquired her in 2017. Originally built as **“TS Nagoya”** for Johs Thode, by Chinese builders Qingshan, Wuhan, she has had a succession of mainly German owners and five other names before becoming **“Elke”**. *(Photo contributed)*



“MSC Emma” utilising Felixstowe's Trinity number five berth, whilst dredging work is carried out at number seven berth and piling to strengthen the quay is completed at number six berth. Built by Hyundai Samho in 2011 as **“Maersk Enfield”** she was chartered as **“CMA CGM Enfield”** in 2012 and reverted to her first name in 2014. MSC acquired her in 2018 when she was renamed. *(Photo contributed)*



About to pass under the Orwell Bridge as she arrives at Ipswich on 23rd March with a cement cargo from Bilbao, “**Arklow Rebel**” is one of the class of vessels that the company is gradually disposing of as newer tonnage comes on stream. She was built by Barkmeijer, Stroobos in 2005. She stayed over seven days in the port before leaving for Schiedam.

(Photo by Mick Warrick)



Although now managed by Vertom BV of the Netherlands, Carisbrooke are still the registered owners of “**Kikki C**”. She has changed hull colours and updated her flag to Portugal (Madiera). In January 2011 she was completed in China by Jiangsu Yangzijiang, Jiangyin. She is seen here arriving at Ipswich on 23rd of March with stone from Belfast. *(Photo by Mick Warrick)*



Another coaster with a new look is the 33 year old **“Douwent”**. She is about to arrive at Ipswich from the Dutch port of Haaften on 25th March. Familiar in the Haven ports for many years when her hull was grey, she had her last survey in December 2020 so it is assumed her repaint was done then. Completed as **“Torpe”** in November 1987 by Ferus Smit, Westerbroek for Dutch owners, she went to H. Steenstra as **“Douwe S”** in 1993. In 2005 she was sold to D&H Freight Management, based in Newent, Gloucestershire and renamed **“Douwent”** and registered in the UK. She hoisted the Liberian flag in 2013 when her owners became Douwent Marine Ltd. *(Photo contributed)*



Sailing from Ipswich for Ghent on 25th March is **“Aasnes”** after delivering her cargo of stone from Eikefet. Built in 1996 as **“Arklow Bridge”** by the recently revived North Devon shipyard Appledore SB, she came under the control of Aasen, Norway in 2017. She was **“Clydnes”** in 2005 and **“CSL Clyde”** in 2011. *(Photo by Mick Warrick)*



Making a return visit to Felixstowe in much calmer conditions “**OOCL Japan**” is easily turned off the berth on 25th March.



Also making a return visit on the same day is “**Nexoe Maersk**”. She would leave on the following day for Rotterdam (Maasvlakte) then the German ports of Wilhelmshaven and Bremerhaven before setting off for Newark, USA. She was expected there on 10th April. Built by the China Shipbuilding Corp at Kaohsiung in 2001 as “**Nexo Maersk**” the suffix “E” was added in 2020. *(Both photos contributed)* (31)



Arriving at Felixstowe on 25th March is the newly acquired and renamed “**MSC Tokyo**”, note the very small name painted on the bulwarks. She is one of six ships bought from Zeaborn GmbH, purchased en bloc for \$156 million. Already on charter to MSC before joining the fleet, she was built in Samho by Hyundai in 2006 for E.R. Schiffahrts as “**E. R. Tokyo**” being immediately chartered to CMA CGM as “**CMA CGM Carmen**”. The charter finished in 2016 when she reverted to her original name. *(Photo by Derek Sands)*



Regular visitor “**Northsea Logic**” passes Harwich inbound from Rotterdam for Parkeston tanker jetty on 25th March. She would depart the following day for Teesport. Launched as “**Urartian**” in September 2006 by Celiketekne, Tuzla she was completed in March 2007 as “**Troma**” for Mowinckel Tankers. Sale and renaming took place in 2014. *(Photo contributed)*

Latest Dredging News

In a Notice to Mariners issued by Harwich Haven Authority on 15th March a programme of capital dredging was advised for Trinity Berth 7 Felixstowe. The works will last from 15th March until 4th April approximately and will involve a variety of vessels.

As well as the large backhoe dredger **“Nordic Giant”** which will be serviced by four tug-barge combinations and a tug ploughing and levelling, the trailing suction hopper dredgers **“Waterway, Willem Van Oranje, Medway”** and **“Strandway”** will also operate as necessary. Survey work is the remit of **“Porthos”**.



“Nordic Giant”

Built in Port Said, Egypt in 1999 and modified at Turku 2002. Owned by Boskalis.

Seen at work off Trinity 7, Felixstowe.



(Photos contributed)



The tug carrying out ploughing and bed levelling off Berth 7 is “**GPS Avenger**” seen here on 28th March. Built in 2013 she is a Damen Shoalbuster type, contracted by Damen, Hardixveld to Damen Kozle, Kedzierzyn-Kozle, Poland. The town is situated at the confluence of the Oder river and a tributary. The tug is owned by GPS Marine, London. *(Photo by Derek Sands)*



One of the four tugs taking the spoil barges away is “**Dutch Power**”. She arrived at Felixstowe from Southampton towing the “**Nordic Giant**” before taking up her present duties. The Bomex 4M yard built her in 2009 at Zrenjanin, Serbia. Her owners Bouwmantug BV are based in Zierikzee, Netherlands. *(Photo contributed)*



Entering the harbour on 21st March with the split hopper barge “**Donau**” in tow is Holyhead Towing’s “**Afon Cefni**”. They are returning from the spoil dumping area to await their turn at the dredger. The tug was built in the UK by Hepworth at Paull on the north bank of the Humber estuary in 2002. The barge is owned in the Netherlands by Martens and Van Ord and her sister “**Elbe**” is also employed on the contract. *(Photo contributed)*



Also a product of Hepworth, Paull and built in 2010 is “**Afon Las**”. She has barge “**G902**” in tow on 20th March and is returning from the spoil dump. The barge is one of two also on hire for the contract from VandeGrijp, Netherlands. *(Photo contributed)*



With the barge “G901” in tow on 17th March is Jersey based tug “**Duke of Normandy**”. Owned by the Ports of Jersey Ltd. she was built by Damen, Hardinxveld in 2005.



“G901” and her sister have radio controlled hopper doors and a length of 63.40m with a maximum draft of 3.55m and maximum load of 1,500 tonnes. No details of a builder could be sourced. *(Photos contributed)*



Up to four trailing hopper suction dredgers will be employed on the programme and here is a photo of the first to appear on 19th March, “**Strandway**”. She was built in 2014 by the Partner Shipyard at Police in Poland and owned by Boskalis.



The larger “**Willen van Oranje**” also owned by Boskalis seen inbound on 28th March. Launched in February 2010 she was completed in September by IHC Holland Dredgers, Kinderdijk. At 13,917 gross tons she is almost three times the size of the dredger above. *(Photos contributed)*



Survey launch “**Porthos**” departing Harwich for the work site on 25th March. Her important role is overseeing what has been achieved by the dredging plant.



In a separate program, “**Borr**” seen at Harwich on 25th March is undertaking water injection dredging in the River Stour. The work covers Harwich Navyard Wharf, Ha’penny pier, Trinity House berths, the windfarm pontoons at Harwich International (Parkeston Quay) plus Shotley and Mistley. She is able to be dismantled for road transport to various destinations and is owned by Van Oord. *(Photos contributed)*

Blast From The Past



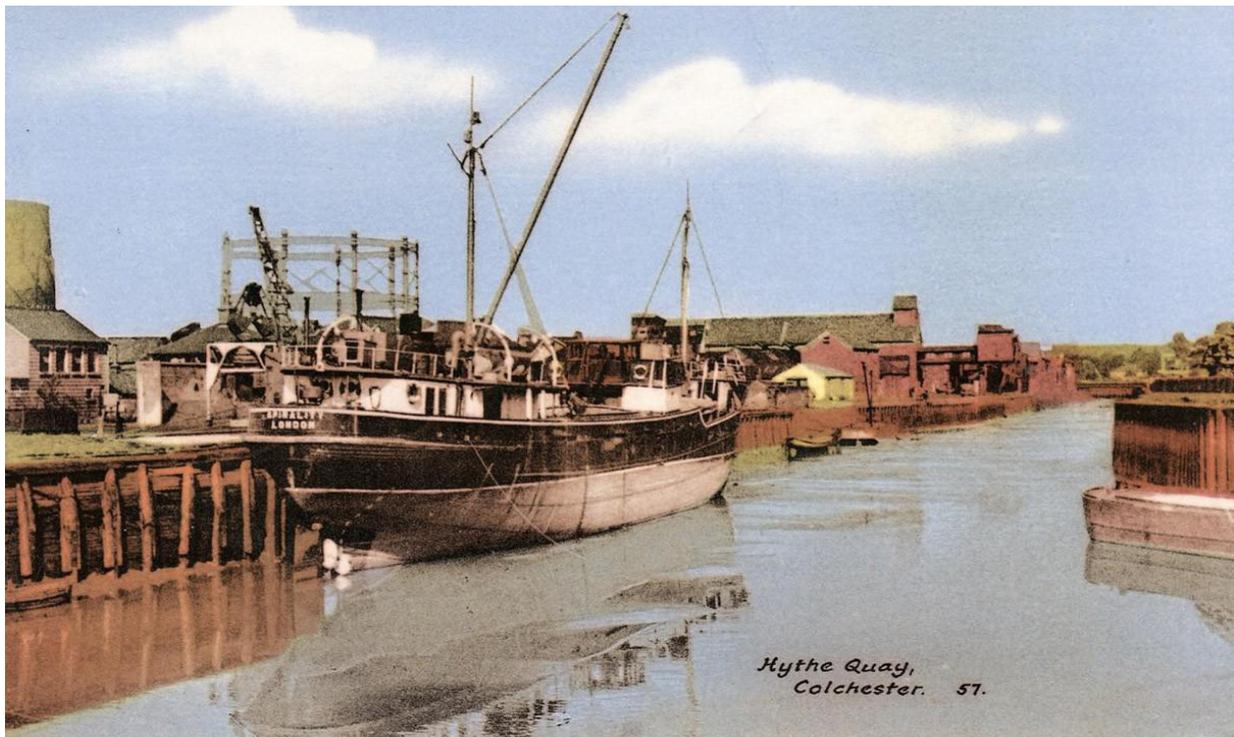
United Baltic Corporation's "**Baltic Sun**" in the Pool of London in the 1960s. She was built in 1962 by Krogerwerft, Schacht-Audorf, near Rendsburg on the Kiel Canal. Sold eleven years later to Singapore flag owners, she became "**Reefer City**". Lasting for ten more years she met her end in Kaohsiung in January 1983. The tug "**Sun**" on her stern helps us date the picture as after August 1962 and before the end of 1964 when she was broken up at Grays by T.W. Ward. "**Sun**" was built by R. Cock and Sons, Appledore in 1906 with a steam engine by J. Stewart of London. *(Photos by Martyn Hunt)*



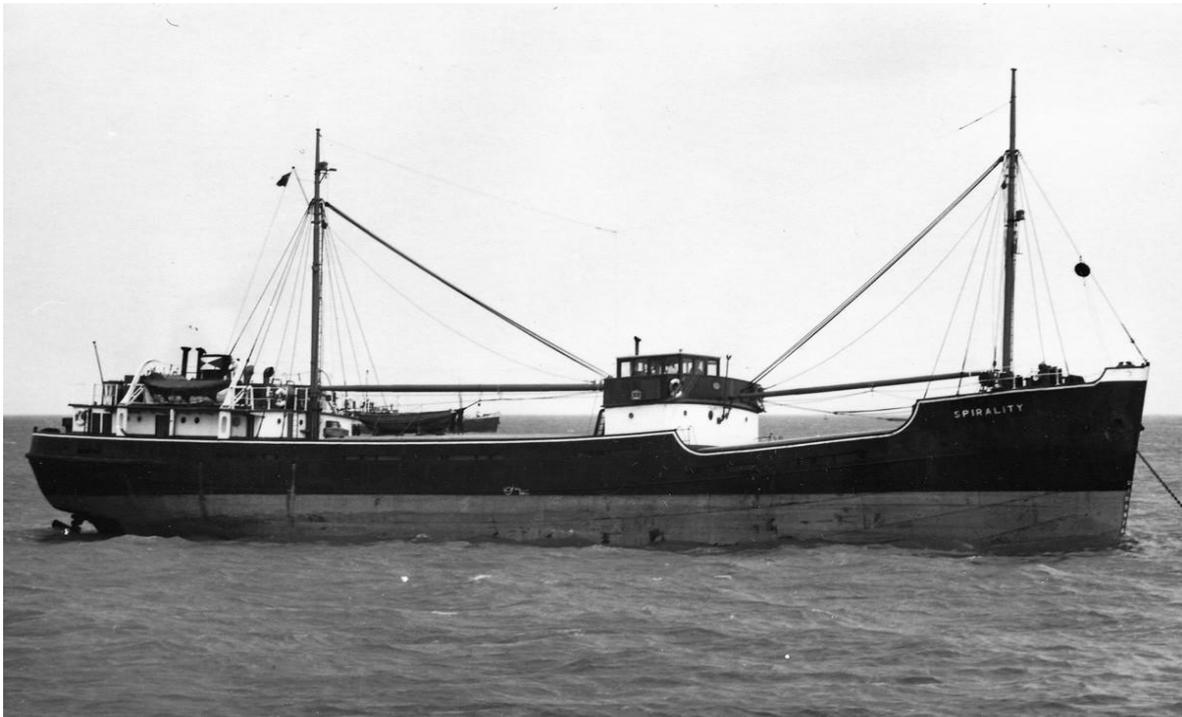
A scene from a busy King George V Dock, Glasgow in 1960. Nearest the camera on the right is Blue Funnel Line's "**Anchises**" with another Blue Funnel astern of her. On the left is a Clan Line vessel with what appears to be a Liberty ship bow to bow with her and Shaw Savill's "**Iberic**" astern of that. "**Anchises**" came from the Dundee yard of Caledon SB&E in 1947. Renamed with the Blue Funnel fleet as "**Alcinous**" in 1973, she made the journey to Taiwan in September 1975 to be broken up in Kaohsiung.



Nearly finished (and soon to be completed in April 1961) "**Iberic**" in the KGV Dock, Glasgow. She had been launched in November 1960 by Alexander Stephen and Sons, Linthouse, Glasgow, (east of the KGV Dock on the south bank of the Clyde). Shaw, Savill renamed her "**Deseado**" (Royal Mail charter?) and in 1981 she was sold to Greek owners as "**San George**". She was scrapped at Chittagong in May 1983. (Photos by Martyn Hunt) (40)



A postcard of “**Spirality**” at Gasworks Quay, The Hythe, Colchester. The date of the postcard is between 1960 when the gas holder in the background was built and November 1968 when the ship was scrapped by Boel at Tamise, Belgium. *(Postcard scanned and submitted by Tim Webb, Bedford)*



“**Spirality**” Built 1939, by Goole Shipbuilding and Repairing Co. Ltd, Goole, UK. (Yard # 346) as SPIRALITY. GRT : 554 / DWT : 692. Overall Length : 53.7 metres x Beam 8.4 metres. Machinery : 1 Screw driven by a SIRON Type L 2 stroke single acting 5 cylinder oil engine manufactured by Newbury Diesel Co Ltd. Speed : 11.0 knots
 1939: SPIRALITY : F.T.Everard and Sons Ltd : POR London
 1944: April to Oct : Requisitioned by the Ministry of War Transport as a cased petrol ship
 1968: Sold to J. Boel et Fils and broken up at Tamise, Antwerp.
(Photo and information by Tim Webb)



Somewhat of a rare photo of “**Bore IX**” at No.1 berth, Navyard Wharf, Harwich in 1968. Completed in July 1967 by Laivateollisuus, Turku for Bore Line she had a side door for pallet operations and was 1,297 gross tons. She had a short life as she capsized 14 nautical miles north east of Almagrundet lighthouse off the Stockholm archipelago on 19th of January 1969 with six crew lost. She was on a voyage from Kemi in the north of Finland to London with cellulose.
(Photo by Malcolm Cornes)



Export-Isbrandsten Lines “**C V Sea Witch**” at Felixstowe on 10th October 1968. She was completed in August 1968 by Bath Ironworks, Maine. After leaving Staten Island for Puerto Rico on 30th May 1973 she worked up to 13 kts. When she was passing Stapleton anchorage she had a major steering failure and collided with the tanker “*Esso Brussels*”.

In the ensuing explosion and fire many lives were lost on both ships. The container ship was a burned out hulk. The full story is here: <http://americasfireboat.org/finest-hour-collision-cv-sea-witch-ss-esso-brussels/>

The wreck languished at Brooklyn Navy Yard until sold in 1983 and rebuilt using the stern section joined to a new fore and cargo section. She became the chemical tanker “*Chemical Pioneer*” and is still trading as such. (Photo by Malcolm Cornes)

Castle In the Sea ?



Quickly snapped with a smart phone by Neil Davidson on 6th March is the “**Seago Antwerp**” inbound to Felixstowe with a very neat and ordered load, some might say castellated or crenellated!

Newsletter compiled by Derek Sands and edited by Neil Davidson.

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Apologies to anyone who has submitted material which has not yet been published. It will be kept on file for later editions.

Any mistakes or inaccuracies are unintended.

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