



## Recent Callers



**“Rena P”** at Felixstowe on 29<sup>th</sup> December on charter to Zim Lines. She had arrived from Valencia and would sail for Rotterdam, Hamburg, Antwerp and Le Havre before setting off for Ashdod. Built for Seaspans Corp by Samsung, Koe in 2007 as **“Manila Express”** and chartered to Hapag. The charter ended in 2017 when she was renamed **“Seaspans Manila”**. Now in Greek ownership and acquired in 2022 she was renamed as above.  
(Photo by Derek Sands)



Looking well loaded as she departs Felixstowe on 29<sup>th</sup> December heading for London Gateway is “**Vuoksi Maersk**”, a regular caller. After her call on the Thames she headed for Kotka, Finland. The river which she is named after connects Saimaa Lake in Finland with Lake Ladoga in Northern Russia. She was built in 2018 by COSCO Zhoushan. *(Photo by Mick Warrick)*



Another regular caller “**MSC Carouge**” departs Felixstowe for Antwerp on the last day of the year. Owned in Germany she was built in 2007 by Daewoo-Mangalia and lengthened and widened in 2016. *(Photo by Mick Warrick)*





Passing Felixstowe inbound for Ipswich on 31<sup>st</sup> December, “**Arucas**” has come from Jorf Lasfar, Morocco. Cargo is most likely phosphate or artificial fertiliser, both major exports from Jorf Lasfar. Built in China she was launched in August 2001 by Yichang Shipyard but completed by Damen Hoogezand, Foxhol in October. Owned initially by Carisbrooke Shipping of Cowes she was named “**Jill-C**”, Italian owners were next as “**Sider Jill**” in 2004. In 2010 she changed name to “**QB Jill**” and in 2014 was registered under Sakhalin Shipping suggesting Russian ownership and renamed “**Arucas**”. In 2017 Equality Shipping of Turkey became registered owners. (Photo by Mick Warrick)



Sailing up the Orwell as she makes for Ipswich. (Photo by Martin Klingsick)

At some time after 2006 she was widened and two cranes added, although she had been built with the pedestals for them, they were not installed initially. In the photos below sourced from the web she can be seen in original form.



In the next two photos the extended width can clearly be seen. *(Photos contributed)*



Both are taken on 1<sup>st</sup> January 2023 at Cliff Quay, Ipswich on her first visit to the port.





She sailed from Ipswich on 6th January for Southampton, where she loaded grain for Seville.



**“Wilson Main”** at Ipswich’s Cliff Quay on 1<sup>st</sup> January, having arrived from Antwerp the previous evening. She would sail for Schiedam on 6<sup>th</sup> January and load for Kyleakin on the Isle of Skye arriving there January 12<sup>th</sup>. Built in 1990 by Koetter-Werft, Haren/Ems as **“Heinke”** for German owner Wessels and had a bright red hull, passing to Lohmann River Liner in 1991 without a name change. In 1998 they renamed her **“Pola”**. In 2004 Wilson acquired her and gave her her present name and colours. *(Photo contributed)*





**“Peak Bremen”** alongside Cliff Quay on 1<sup>st</sup> January, she had arrived from Rotterdam on 30<sup>th</sup> December, sailing on the 4<sup>th</sup> for Plymouth where she arrived on the 11<sup>th</sup> to load for Solvesborg, Sweden. Launched in March 2011 by Partner Shipyard, Police, Poland she was completed in September by Shipkits, Groningen as **“Abis Bremen”**. When her owners ran into financial trouble she was acquired by Peak Project Carriers, Nyborg, Norway and renamed as above. *(Photo contributed)*



Leaving Felixstowe on 2<sup>nd</sup> January after her latest call is **“Ever Golden”** heading for Hamburg. Built in 2018 by Imabari Shipbuilding, Saijo for their leasing subsidiary Shoeni Kisen Kaisha and time chartered to Evergreen. She was retrofitted with an exhaust scrubber in 2019/20. She was the first of eleven sister ships. *(Photo by Mick Warrick)*





Arriving from Vlaardingen with molasses for Felixstowe on 4<sup>th</sup> January, **“Key Bora”** making her first visit to the port. She departed at just after 1am on the 6<sup>th</sup> for Fredrikstad, Norway. Built for Turkish owners as **“Atlantis Acra”** by compatriot shipbuilder Celiktrans Deniz, Tuzla in March 2006. In 2007 she was renamed **“Vedrey Fram”** and in 2008 moved to Brovig of Norway as **Brovig Bora”**. She is currently owned by Key Shipping AS of Norway and flies the Gibraltar flag, they acquired her in 2013 and renamed her as above. (Photo by David Hazell)



Somewhat of a regular caller Spanish built **“Arklow Falcon”** unloading her cargo from Santander on 4<sup>th</sup> January. She had arrived on December 28<sup>th</sup> and would depart for the Cork anchorage on 5<sup>th</sup> January with no firm orders for her next destination. After waiting at anchor she finally made for Sheerness arriving there on 9<sup>th</sup> January to load for Schiedam. She is a product of the Guernica based yard of Murueta in 2010. (Photo contributed)





The only one of four sisters built by Ferus Smit at Westerbrook to visit Ipswich so far, “**Arklow Wave**” was completed in October 2018. At 9,999 gross tonnes and over 16,000 dwt these 149 metre long ships are close to the port’s limit. She arrived from Immingham on 2<sup>nd</sup> January and is seen here on a lay by berth waiting her turn at the grain terminal. She left fully loaded for Belfast on 9<sup>th</sup> January. *(Photos contributed)*







Seen here at Cliff Quay on 5<sup>th</sup> January ready to load for Antwerp, “**Eems Exe**” making her first visit under her current name. She had arrived in ballast from Antwerp on the previous day and would leave for the Belgian port on the 6<sup>th</sup>. She was launched in the Ukraine at Kerch by the Zaliv Shipyard and completed in February 2003 by Damen, Bergum as “**Espoire**”. Subsequent sales and renamings saw her as “**Steel Queen, Espoire and Anny Eems**” before taking her current name in 2012. (Photo contributed)



“**Wilson Dordrecht**” seen here on the 5<sup>th</sup> January moving berths from the Old Power Station to 500ft berth. She had arrived from Hamburg on the 2<sup>nd</sup> and would depart for Middlesbrough on the 8<sup>th</sup>. Built in 1996 as “**Svenja**” by Slovenske Lodenice, Komarno, she became “**Countess Julia**” in 2005, “**Kine**” two years later. She was acquired by Wilson in 2019 and renamed. (Photo contributed).



Below you can see her outbound passing Felixstowe on the 8<sup>th</sup>. (Photo by Derek Sands)



Entering the harbour for her second visit on 6<sup>th</sup> January “**MSC Samira III**” makes a fine sight. Built in China by Xiamen Shipbuilding in 2009 as “*City of Hongkong*” and renamed as above in 2021. (Photo contributed)





A superb stern view as she heads for the berth at Trinity Terminal. *(Photo contributed)*



Two more shots from a different perspective.  
*(Photos by Mick Warrick)*







**“Spanaco Loyalty”** waits to load at the Old Power Station Berth, Ipswich on 6<sup>th</sup> January, she had arrived from Antwerp anchorage the previous day. Leaving for Drogheda with a full load on the 9<sup>th</sup> she was forced to shelter off Falmouth due to adverse weather. Built at Vigo by Friere in 2007 for Carisbrooke as **“Eileen C.”** she was sold to Spanaco One Ltd (Hermann Lohmann, Germany as managers) in 2014 and was renamed. *(Photos contributed)*







Making her most recent arrival at Felixstowe **“OOCL Scandinavia”** is about to swing before berthing at number eight berth on 6<sup>th</sup> January. The 21,413 TEU vessel was built by Samsung, Koje in 2017. Having come direct from Piraeus to Felixstowe she would sail for Gdansk on the 9<sup>th</sup>. *(Photo by Mick Warrick)*



Occupying number nine berth on 6<sup>th</sup> January **“MSC Alexandra”** had arrived the previous day and would sail on January 7<sup>th</sup> for Rotterdam. The 365 metre ship was completed by Daewoo, Okpo in April 2010 and is capable of 14,000 TEU. *(Photo contributed)*





A frequent recent visitor to Ipswich “**Heinz G.**” at Cliff Quay on 8<sup>th</sup> January. She had arrived from Rotterdam the previous day and would depart for the same port on 11<sup>th</sup> January. She left the Dutch port for Ipswich again on the 14<sup>th</sup> and berthed in Ipswich later the same day. Launched into the River Sava, a tributary of the Danube in December 2009 by Sava Shipyard, Macvanska Mitrovica, Serbia. She was completed by Damen, Bergum in January 2011. In 2016 Wilson Shipowning took her on charter as “**Wilson Dunkirk**” but she reverted to her first name in 2019. *(Photo contributed)*



Dwarfed against the bulk of “**OOCL Scandinavia**” as she passes Felixstowe inbound for Ipswich is “**Wilson Onega**” on 8<sup>th</sup> January. She can be seen arriving at Ipswich in the following photos. *(Photo by Derek Sands) (14)*





**“Wilson Onega”** passes Cliff Quay on her way to the berth. Completed in Slovakia by Slovenske Lodenice, Komarno in 1997 as **“RMS Andromeda”** she had been launched as **“Andromeda”**. She went on charter as **“Hav Andromeda”** in 2004 then reverted to **“Andromeda”** in 2006 before becoming **“Nina”** the following year for Vaagebulk K/S. Wilson acquired her in 2019 and she got her current name. *(Photos contributed)*







“**Manisa Matilde**” waiting to load at Cliff Quay on the 8<sup>th</sup> January, having arrived the previous day from Cork for her first visit to the port of Ipswich. Built as “**Laakdiep**” for Hartmann by Nanjing Huatai in 2007. In 2016 she became “**Gallno**” and was recently acquired by Manisa Bulk Hamburg and managed by parent company Manisa Bulk, Naples. She flies the Portuguese (Madeira) flag and sailed for Rotterdam on 12<sup>th</sup> January as can be seen in the following three photos. *(Photos contributed)*



Leaving with the aid of “**Gray Test**” on the stern.









Usually to be seen on the Thames “**Containerships VI**” makes her first call to Felixstowe on 9<sup>th</sup> January on an OPDR (now part of CMA CGM) schedule. She had arrived earlier in the day from Teesport and would sail for Rotterdam in the evening. Built by Sietas, Neunefelde in 1999 for Han-Pieter Wegener of Jork, Germany, and chartered to Containerships, she has been retrofitted with an exhaust scrubber. *(Photo contributed)*



A somewhat regular caller since her completion by STX SB Co, Jinhae in May 2011 “**MSC Laurence**” seen here at Trinity Terminal, Felixstowe on 9<sup>th</sup> January. She had arrived the previous day from Gdansk and would depart for Algeciras, Spain on the 12<sup>th</sup>. *(Photo contributed)*





Almost ready to depart from berth nine on 10<sup>th</sup> January “**MSC Nela**” had her departure aborted and put back until the 13<sup>th</sup>. Due to high winds a fifth tug had to be called in from Vlissingen to assist. She eventually got away to Tanger Med, Morocco just after 1pm on that day. Completed by Daewoo, Okpo in October 2019 the 399 metre ship’s quoted TEU is 22,000. Photos of her departure are further on in the newsletter.  
*(Photo by David Hazell)*



Unloading her cargo from Fredrikstad, Norway at Cliff Quay, Ipswich is “**Wilson Amsterdam**” on 11<sup>th</sup> January. She had arrived the previous day and would sail in ballast to Teesport on the 13<sup>th</sup>. Launched as “**Tanne Kankena**” she was completed for Wilfried Bojen as “**Wilson Amsterdam**” in 2009 by Slovenske Lodenice, Komarno. After having her on charter since her building Wilson acquired her in 2022.  
*(Photo contributed)*





Discharging her stone cargo loaded in Belfast “**Celtic Pioneer**” making her first call under this name to Ipswich on 11<sup>th</sup> January. She was to depart on the 13<sup>th</sup> for Antwerp anchorage before proceeding up the Ghent Canal and arriving at the Belgian port on the 14<sup>th</sup>. Her hull was launched in March 2006 by Maritim Shipyard, Gdansk in March 2006 and she was completed three months later by Niestern Sander, Delfzijl. Initially named as “**Francesca**” for German owner Intersee, she was renamed the same year under the Dutch flag as “**Amalia**”. Acquired in 2013 by Erwin Strahlmann she was placed under the German and then Antigua flag as “**Gomera**”. Charles M. Willie of Cardiff then bought her when Strahlmann’s fleet ran into financial problems in 2021 and renamed her as above. *(Photos contributed)*







Making her first visit to the harbour “**Rystraum**” passes Harwich, inbound for Parkeston tanker Jetty on 11<sup>th</sup> January. Her last port was Rotterdam and she would sail on the 12<sup>th</sup> for Tjeldergodden, Norway which is close to Trondheim. Launched by Nuovo Arsenale Cartubi, Trieste on behalf of De Poli Shipyard, Pellestrina, Italy in October 2008, she was not completed until March 2012 by 3 Maj, Rijeka after De Poli had to close with financial problems. “**Rystraum**” is owned by Bergen based Utkilen. (Photos by Derek Sands)







Another very familiar ship in the harbour for her frequent visits to Ipswich is “**Shetland Trader**”. Seen here on the 12<sup>th</sup> January she had made the long trip south from Kirkcaldy on the Firth of Forth. She had arrived in the Scottish port from Mukran in Germany with grain for Robert Hutchinson’s Mill which is adjacent to the berth. After being shut to commercial shipping for 30 years the port reopened after much dredging in 2011 to enable grain to be brought in by sea in preference to road. *(Photo by Mick Warrick)*



Seen at Kirkcaldy unloading in 2011. *(Photo web sourced)*



Five tugs needed for departure of **“MSC Nela”** on 13<sup>th</sup> January, due to high winds. With only four tugs at Felixstowe another tug was called in from Vlissingen, Netherlands. **“Multratug 18”** arrived to help as she had done on a previous occasion. (Photos by Derek Sands)



**“Svitzer Deben”** and **“Multratug 18”** take the strain and move the bow off the berth. Three other tugs were on the stern.

**“MSC Nela”** proceeding outbound now for Tanger Med. All tugs have now let go except the stern tug.



**“Svitzer Kent”** providing assistance by indirect towing of the stern round the sharp bend in the channel.





Stern tug closes up ready to let go. Below is **“Wilson Amsterdam”** passing Landguard Fort, outbound from Ipswich to Teesport. She had to slow down and wait for the ultra large ship to clear the bend in the main channel.  
(Photos by Derek Sands)







Duties finished “**Multratug 18**” departs for Vlissingen after seeing “**MSC Nela**” safely on her way. She was built in Istanbul in 2009. (Photo by Derek Sands)



A well laden “**CSCL Arctic Ocean**” approaches the Beach End bend in the channel as she heads for her berth at Felixstowe on 13<sup>th</sup> January. She had come from three ports in China, and Singapore. She was built by Hyundai, Ulsan in 2015. In the background “**MSC Nela**” can be seen about to drop her pilot at the Sunk station. (Photo by Derek Sands)





Making what is probably her first visit to the harbour “**Svitzer Bootle**” seen here off Harwich on 13<sup>th</sup> January. She had broken her journey from the Thames to drydock in Teesport for just under 19hrs at Parkeston Quay, and was about to depart when the photo was taken and was awaiting clearance to do so. She next called at Great Yarmouth and then Immingham before arriving in Teesport on the 17<sup>th</sup>. She apparently has engine problems. Zamakoma at Santurtzi, Bilbao, Spain were her builders in 2003. *(Photo by Derek Sands)*



Seen alongside at Felixstowe on 15<sup>th</sup> January, two days after her arrival. Discharge of “**CSCL Arctic Ocean**” seems to be well in hand at number nine berth. She would leave on the 17<sup>th</sup> for Gdansk. *(Photo contributed)*





Alongside at a specially cleared number one berth at Felixstowe's Trinity terminal is **"Edmy"** on 15<sup>th</sup> January. She will discharge her cargo of granite rock armour from Rekefjord, Norway for use in the port area, departing in ballast for the same Norwegian port on the 17<sup>th</sup> January where she loaded for Holyhead. Launched as **"Scan Leader"** she was completed as **"Varnadiepe"** in 2002 by Bodewes, Hoogezand for Dutch flag owners Feederlines. In 2015 she went to Spanish owners as **"Ezaro"** and in 2021 Myklebusthaug Rederei of Norway acquired her and renamed her **"Edmy"**, she replaced an earlier ship of the same name in their fleet. *(Photo contributed)*



An aerial view of regular caller **"Tulipa Seaways"** on the daily DFDS service from Felixstowe to Vlaardingen. *(Photo contributed)*





**“MSC Eloane”** arriving at Felixstowe number nine berth on 17<sup>th</sup> January from Antwerp. She would sail for Tanger Med, Morocco three days later. The 19,462 TEU vessel was completed in 2016 by Samsung, Koeje. *(Photos contributed)*





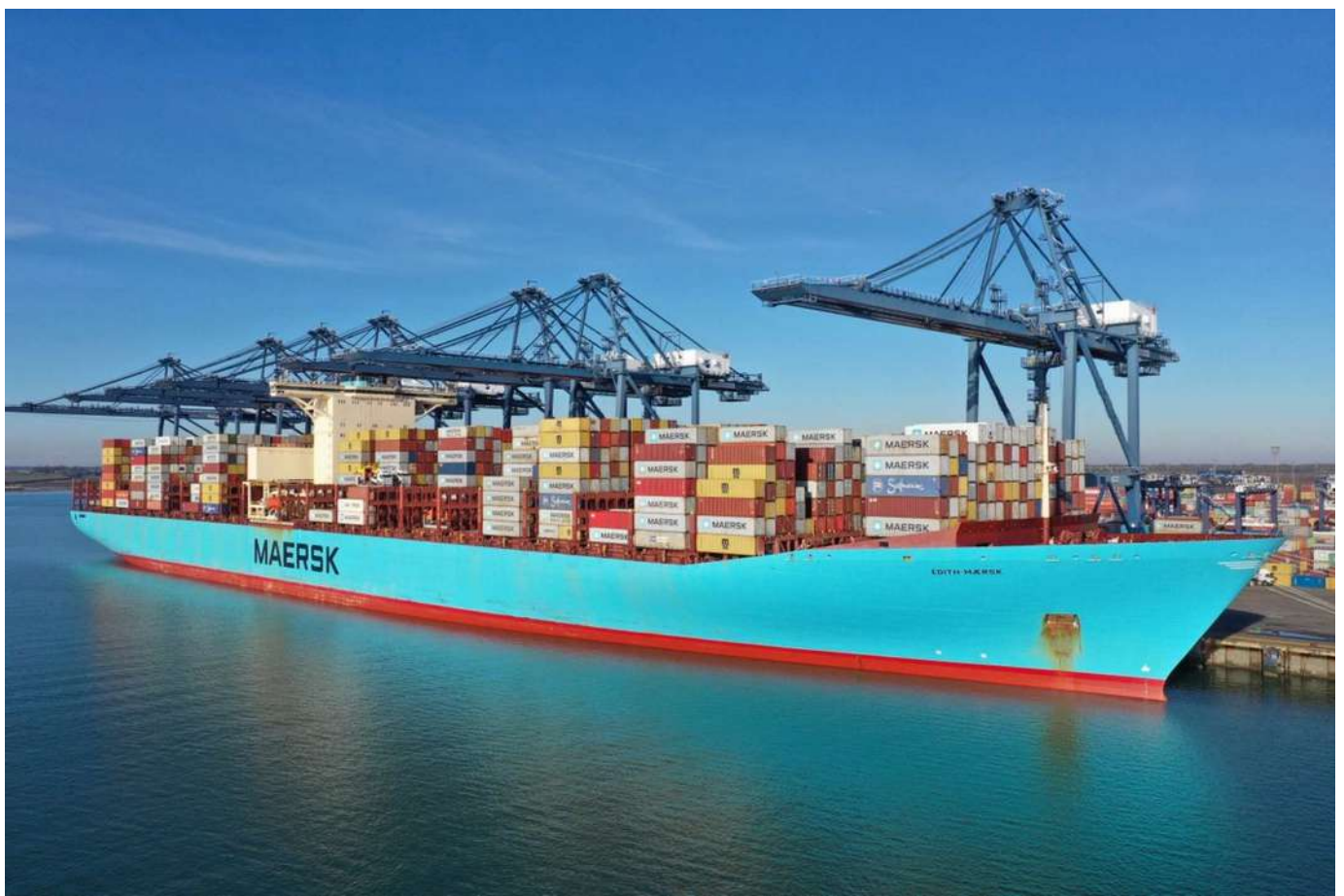


Bathed in sunshine on 17<sup>th</sup> January at the berth on Trinity terminal is MSC charter **“Hermann Schulte”**. Built by Hyundai Samho in 2012 as **“MOL Gratitude”** for long term charter to Mitsui OSK Line. This finished in 2022 when she was renamed as above by Hepatica Shipping (Bernhard Schulte as managers). Having arrived from Bremerhaven, she sailed for Antwerp on the 18<sup>th</sup>. *(Photo contributed)*.

Below she can be seen sailing at 10.30 on the 18<sup>th</sup>. *(Photo by Derek Sands)*







Another superb photo in the winter sunshine as “**Edith Maersk**” discharges at Trinity seven berth on the 17<sup>th</sup>. She had arrived the previous day from Colombo, Sri Lanka, via Morocco’s Tanger Med port. After just 64 hours in port she left for Hamburg. Odense Staalskibs of Lindo, Denmark completed her in November 2007. *(Photo contributed)*



Completing the photos taken on the 17<sup>th</sup> is this fine view of “**H&S Wisdom**” outbound for Rotterdam in the mouth of the River Orwell. Very much a regular caller she was launched by Chernomorski, Mykolayiv in 2003 and completed by Damen Bergum in February 2004 as “**Wisdom**”. She changed hands in 2014 gaining the prefix to her name. *(Photo contributed)*





Passing Woolverston Marina on the River Orwell after leaving Ipswich for Antwerp on 18<sup>th</sup> January “**Hav Brim**” makes a fine sight. Acquired by Faroe Island based Navigare Shipping from Arklow Shipping in 2022 she was formerly “**Arklow Freedom**” and built in 2008 by Murueta, Guernica. Her Komatsu excavator was fitted when she was acquired by Navigare. She had arrived at Ipswich on the previous day from Haugesund, Norway with a stone cargo. *(Photos contributed)*







Here she is outbound in the mouth of the Orwell close to Shotley Marina. *(Photo by David Hazell)*



Alongside Trinity number seven on 18<sup>th</sup> January is recently renamed “**MSC Benedetta XIII**”. The renaming is thought to have been done in October 2022 and it was just by adding the suffix XIII to her previous name. Launched as “**E.R. Benedetta**” for German owners she was immediately chartered to MSC but it seems they own her now. Arriving at Felixstowe from Sines in Portugal earlier on the 18<sup>th</sup> she sailed for Rotterdam on the 19<sup>th</sup>. *(Photo contributed)*





Making what's believed to be her first call in Ipswich under her present name **"Peak Anfield"** is alongside Cliff Quay on 18<sup>th</sup> January. She arrived from Ridham Dock on the Swale in Kent earlier in the day. Loading for Amsterdam she sailed for the Dutch port on the 20<sup>th</sup>. Launched by Daewoo-Mangalia, Romania in November 1999, she was completed as **"Nikar G"** for Gerdes Bereederungs, Haren/Ems, Germany by Pattje, Waterhuizen. Sold to Peak Project Carriers of Nyborg, Norway in 2021, but flies the flag of Antigua and Barbuda. (Photos contributed)







**“Arklow Accord”** at Ipswich’s grain terminal on 18<sup>th</sup> January. She had arrived from Ringaskiddy, Ireland on the 16<sup>th</sup>. Loading for Rotterdam’s Waalhaven she left Ipswich on 19<sup>th</sup> January, docking in the Waalhaven the next day. Completed in January 2020 by Ferus Smit, Westerbroek as one of five sisters. *(Photo contributed)*



Harwich Harbor ferry undergoing maintenance at Levington Marina on 19<sup>th</sup> January. Fibre glass renewal and painting of topsides and underwater. *(Photo by Mick Warrick)*





Arriving at Felixstowe from London Gateway on January 18<sup>th</sup> “**Vaga Maersk**” is seen departing Felixstowe the next day. Her next port would be Rotterdam where she spent less than 18 hours before leaving for Kotka, Finland. The last one launched of seven sisters built by COSCO Zhoushan, she was completed in March 2019. (Photo by Mick Warrick)

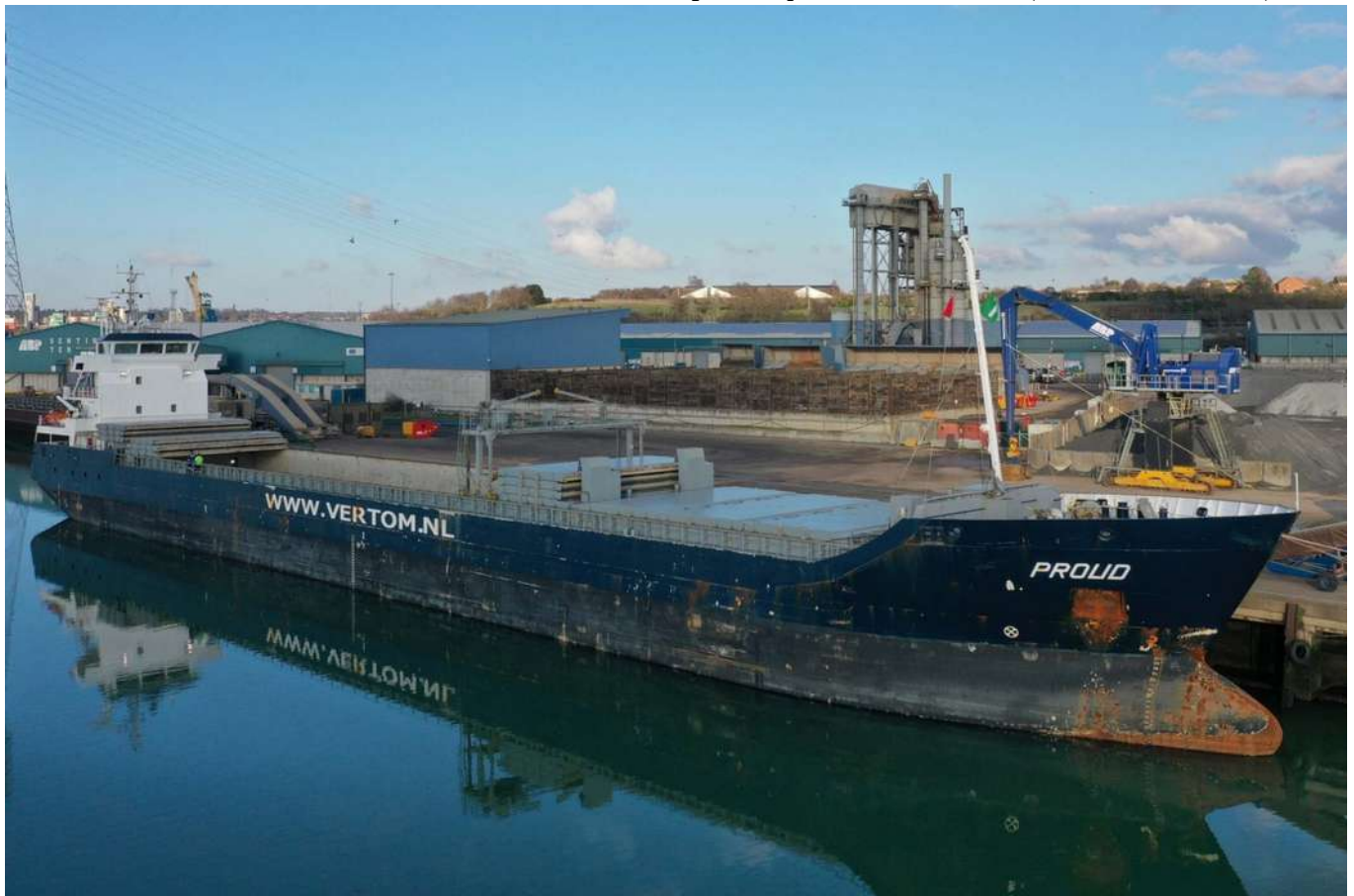


Leaving the Harbour on 21<sup>st</sup> January for Gunfleet wind farm with three new turbine blades on board is “**Wind Server**”. Owned by Ziton A/S of Horsens, Denmark she was completed in 2014 by Nordic Yards, Warnemunde. (Photo by Jeff Welch)





Loading is complete at Ipswich grain terminal of “**Manisa Sole**” making her first visit to the port, she had arrived from Waterford on the 19<sup>th</sup> January. Seen here on 21<sup>st</sup> she would leave in the evening for Aviero, Portugal. Built in China by Jingjiang Traffic Shipyard for Peter Doehle as “**Carla**” in 2005. Se went to Turkish owners as “**Vera Rose**” in 2014 and Manisa Bulk of Naples acquired her in 2018. (Photo contributed)



Built for Canada Feeder Lines BV as “**CFL Proud**” in 2009 by Peters, Kampen, the prefix was dropped when Vertom acquired her in 2019. Arriving at Ipswich’s Old Power Station berth on 21<sup>st</sup> January she awaits her load for Damietta, and she sailed for the Egyptian port on the 25<sup>th</sup> (Photo contributed)





Being served by five cranes at Felixstowe's number nine berth "**CSCL Atlantic Ocean**" makes regular calls at the port and is seen here on 21<sup>st</sup> January. She had arrived from China and Singapore earlier in the day and her next scheduled port is Gdansk. Completed in April 2015 for China Shipping with their green livery by Hyundai, Ulsan, she was rebranded on the merger with COSCO in 2020. *(Photo contributed)*



A first time caller at Felixstowe "**APL Raffles**" alongside number eight berth on 22<sup>nd</sup> January. Rumoured to be just loading empties for the Far East she had arrived from Le Havre earlier on the 22<sup>nd</sup>. Departing for Suez at approx 00.04 on the 24<sup>th</sup>. Her details can be found on the next page. *(Photo contributed)*





Built by Hyundai Samho and completed in May 2013, she was lengthened in 2018 by just under 30 metres in a Chinese shipyard. *(Photos contributed)*







Leaving Felixstowe in foggy weather after a very short stay of just over six hours is “**MSC Elma**”. She had arrived at the port for the first time at 01.23 hours on 25<sup>th</sup> January from Bremerhaven. She was heading for Le Havre where she arrived the following day and sailed for Norfolk, Virginia after less than a day in the French port. Built in China in 2016 by Jinhai Heavy Industries, Daishan County. (Photo by Ian and Wendy Sharman)



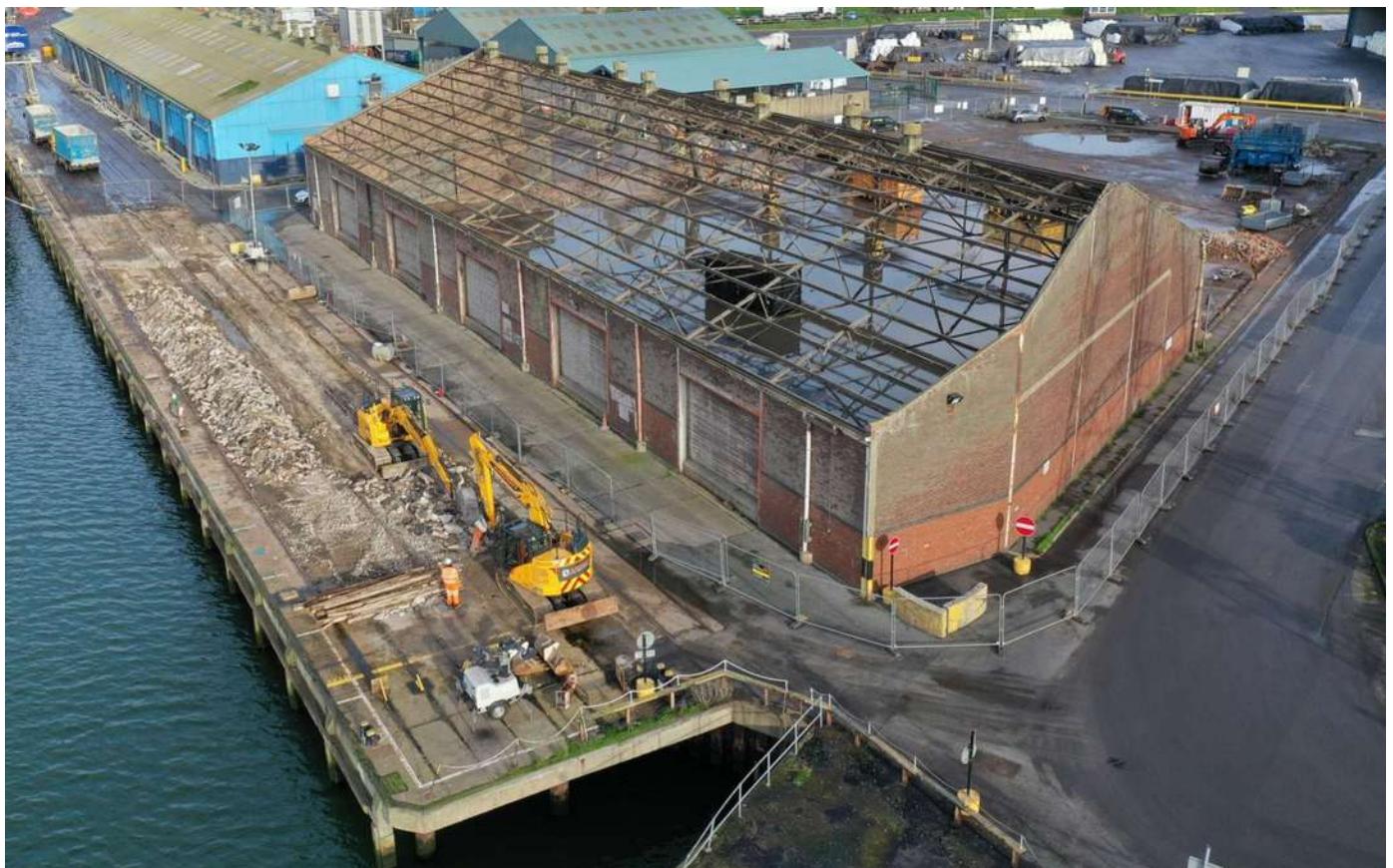
Although molasses tankers are regular visitors to Felixstowe, this is the first time a Stolt vessel has arrived with that cargo. “**Stolt Cormorant**” is seen alongside on 27<sup>th</sup> January. Appropriately a flight of cormorants can be seen in the foreground. She had arrived on the 26<sup>th</sup> from Rotterdam and would sail for Ghent later on the 27<sup>th</sup>. She was built in La Spezia by I.N.M.A. shipyard in 1999 and flies the Cayman Islands flag. (Photo by Derek Sands)



## The Changing Face Of Ipswich Port



Demolition of number 2 shed at Cliff Quay seen on 4<sup>th</sup> January. Not only is the shed being demolished but removal of crane rails and old railway lines is in progress in this view above. Below on the 6<sup>th</sup> it can be seen the entire roof covering has now gone and part of a wall. *(Photos contributed)*







The site is almost clear in this view taken on 11<sup>th</sup> January. Below the new cranes which arrived from Finland are seen working hard in this view taken on 5<sup>th</sup> January. They are more versatile than the previously rail mounted Stothert and Pitt's they have replaced. *(Photos contributed)*





## Pinmill Update

Following on from last month's posts showing the collection of vessels at Pinmill the following updates have been provided by Phil Simons from South Coast branch.



**“Lock”** ex **“MST Lock”** ex **“Lock”** built as **“TANAC 37”** by Central Bridge Co, Trenton, Ontario.  
(Photo by David Hazell)

Additional information below from David Asprey

Originally engined with a Vivian, but re-engined with a Crossley HRN3.

Initially in service in the Mediterranean with the War Office, transferred to Admiralty 1947 and stationed at Malta on boom defence work. In 1962 transferred to Gibraltar as dockyard tug.

Sold in 1969 to Gibraltar owners and renamed LOCK in 1971, she came to UK about 1975 and was with Sidney Barnes at Southampton, then later with Isle of Wight operators. In 1990 she was sold to Ipswich owner and restored to live-aboard.

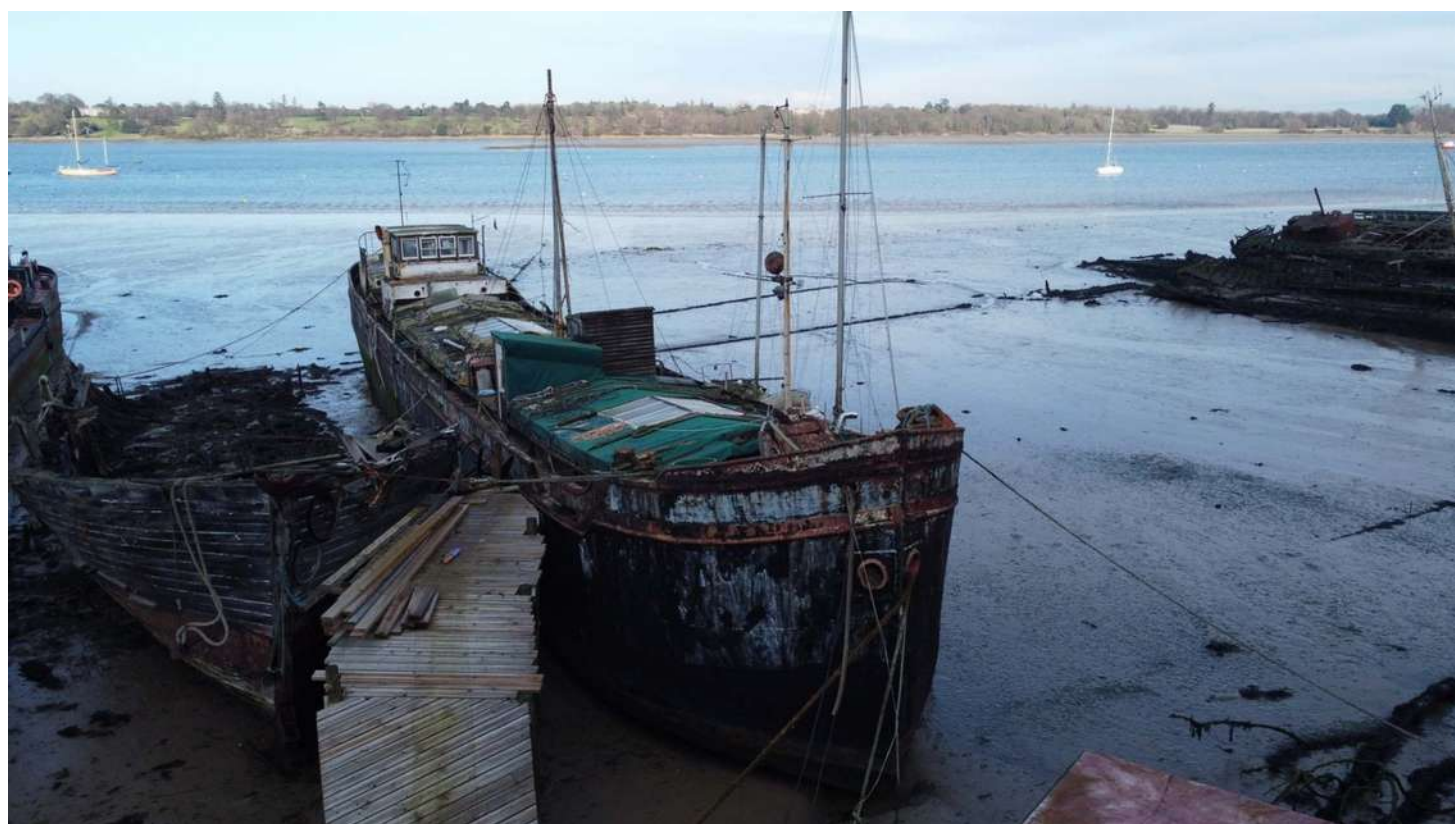


On the next page is how she looked when at work in the 1970s in the Southampton area.





**“Lock”** in Southampton Water. (Photo by Howard Onions and reproduced with permission of his son, Allan Ryszka- Onions)

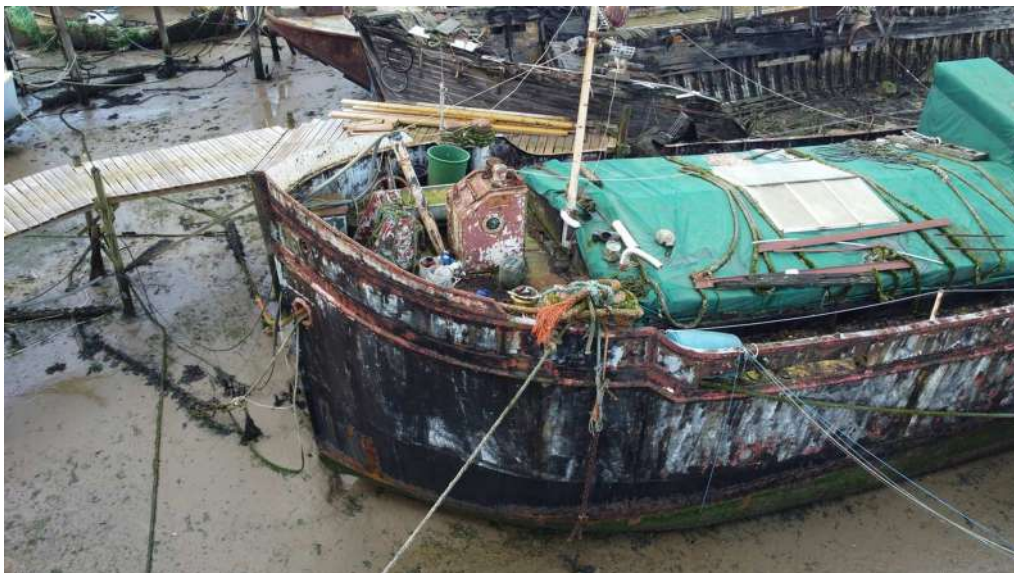


The identity of this former Dutch built coaster is now known. She was built as **“Wilhelm”** by Diepen Gebr, Waterhuizen in 1930, 237gt. In 1953 she became **“Liese-Lore”** and in 1962 **“Oldesloe”**. Next in 1967 she was renamed **“Steffi”** and later **“Zamanis”** as such she arrived at Pinmill date unknown, but prior to 1993. (Photo by David Hazell and information by Phil Simons)





More views showing the  
coaster's general  
condition.  
*(Photos contributed)*







No details have yet come to hand for this vessel called **“Dolfijn”** - she looks to be of some vintage!  
*(Photo contributed)*



**“Adrianto”** was sold to an owner in Ipswich in 1988 and presumably has been at Pinmill since then. She was built in 1951 by Ruijtenberg, Waspik, which is south east of Dordrecht on the Bergsche Maas. It appears she has never changed name. *(Photo contributed)*



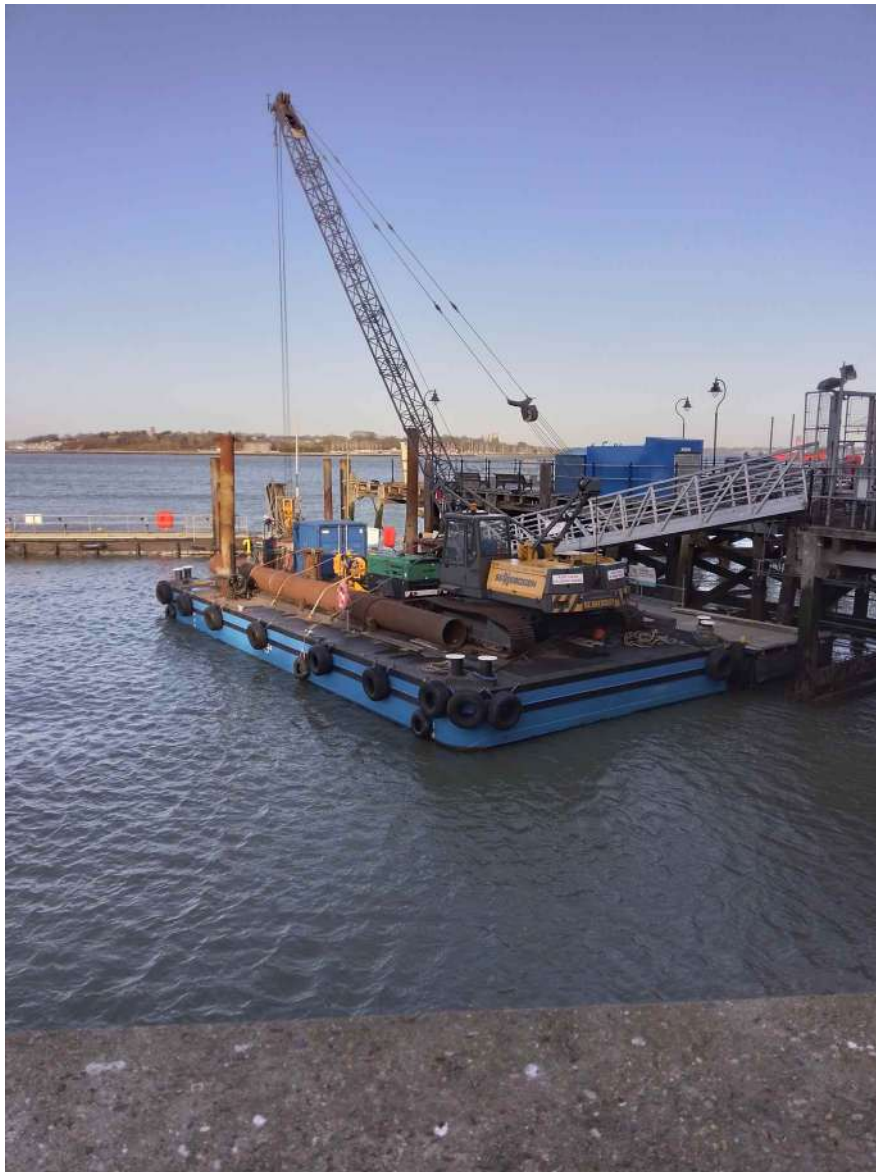


Stern view of “**Adrianto**” at her moorings. *(Photo contributed)*



## Pile Renewal At Harwich Quay Pontoons

Harwich Haven Authority is carrying out renewal of some of the piles securing the pontoons after they sustained damage in strong winds last year. Barge **“PFL 100”** arrived from Bradwell towed by tug **“Jean T”**. Below the barge can be seen in place ready to start work on 11<sup>th</sup> January. Also a photo of the tug (taken on a previous visit to the harbour). (Photos by Derek Sands)





## Brightlingsea Shipping

**“Pregol Hav”** arrived from Setubal on the 9<sup>th</sup> January, but your compiler was unable to attend her arrival or departure. However she was bound from Brightlingsea to Mistley, so here is one of her arriving there on the 11<sup>th</sup>. (Photo by Steve Cone)



Brightlingsea Harbour's new launch for patrol and pilot duties **“Colne Leader”** seen on 22<sup>nd</sup> January. She was built in 2022 by Boat Development Company, Cowes, Isle of Wight. (Photo by Derek Sands)





**“Strami”** being led into Brightlingsea Creek by **“Colne Leader”** on 22<sup>nd</sup> January. She is arriving from Antwerp to load scrap metal for Tilbury. She had left Liverpool on 29<sup>th</sup> December for Bilbao to load a cement cargo for Ipswich, where she arrived on 8<sup>th</sup> January and left for Antwerp on the 10<sup>th</sup>. Owned by Misje Bulk of Norway she flies the Bahamas flag. Built by Ferus Smit, Hoogezand as **“MB Avon”** in 1992. Acquired by Arklow Shipping in 1997 who renamed her **“Arklow Fame”**. Misje Bulk bought her in 2005 and gave her the current name. (Photos by Derek Sands)











Arriving from Setubal with bagged cement on 26<sup>th</sup> January is **“Zeus”** making her first visit to the port. Built in Romania by Tulcea SN in 2000 she is owned by Sunship Schiffahrtskontor of Emden.  
(Photos by Derek Sands)





## Mistley Shipping



**“Scot Leader”** arriving on 9<sup>th</sup> January from Inverness, possibly her first visit to the port. She would depart for Rotterdam on the 12<sup>th</sup>. She departed from the Dutch port on the 14<sup>th</sup> for St Malo, France arriving on the 17<sup>th</sup> and departing for Kilroot, Northern Ireland two days later and arriving on the 21<sup>st</sup>. She then went north around the top of Scotland for Inverness after leaving Kilroot. Built by Bodewes, Hoogezand for Harren and Partners as **“Odertal”**, she was acquired by Scot Line in 2016 and renamed. *(Photo by Steve Cone)*



Fully discharged of her cargo of bricks from Aalst, which she arrived with on 8<sup>th</sup> January, **“Waterway”** is ready to leave for Aalst on 10<sup>th</sup> January. *(Photo by Steve Cone)*. She would load more bricks in Aalst, this time for Wisbech, arriving at the Fenland port on 14<sup>th</sup> she would again depart for Aalst on the 17<sup>th</sup> and arrive again at Mistley on 21<sup>st</sup> January as in the photos below departing for Rotterdam on 23<sup>rd</sup>. (52)





Passing Harwich inbound for Mistley. Her details are in previous newsletters but briefly, she was launched by Plocka Shipyard in Poland in May 1996 and completed by Schloemer, Oldersum as “**Alissa**”. She has had her present name since 2008. *(Photos by Derek Sands)*







Coming alongside at Mistley on the 21<sup>st</sup>.  
(Photo by Steve Cone)



Setting sail for Buckie on 13<sup>th</sup> January is regular visitor to the Haven Ports as well as Brightlingsea, “**Pregol Hav**”. Arriving at the Scottish port on the Moray Firth on the 16<sup>th</sup> and leaving for Garston on the 20<sup>th</sup>, she transited the Pentland Firth and arrived safely in Garston on the 24<sup>th</sup>. (Photo by Steve Cone)



## Dredging And Other Works At Woolverston



Poole based Jenkins Marine's vessel **"Avon"** at Woolverston Marina on the River Orwell on 18<sup>th</sup> January. She had arrived in company with the small dredger **"CH Horn"** which can be seen in the background and in the photos on the next page. She started life as **"Crossness"** when James Cook, Wivenhoe completed her in July 1969 for the Port of London Authority. In 2014 she was converted from a salvage vessel to a multi-purpose crane ship. Shortened by 26 metres the salvage "horn" was removed and two "spuds" installed. A photo of her in original form can be seen below. *(photo contributed)*

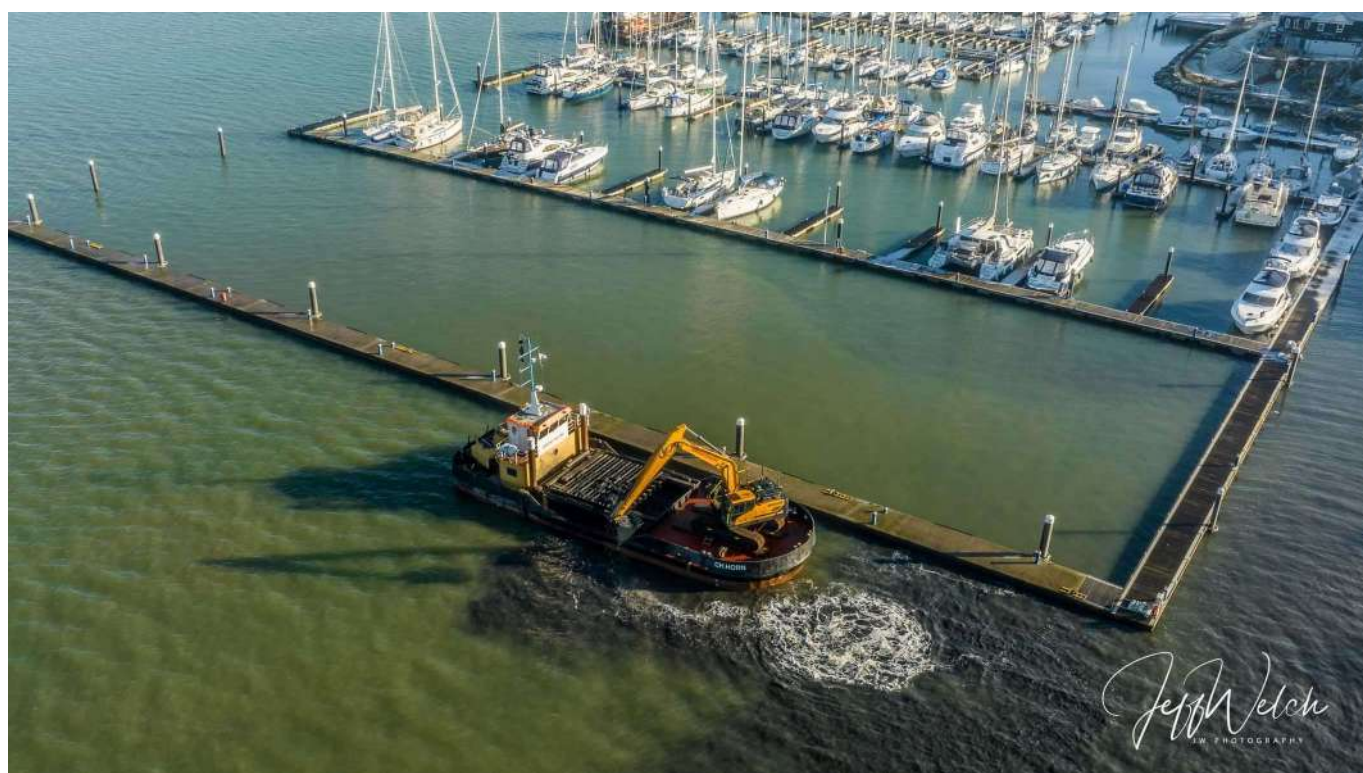


**"Crossness"** on the River Thames on 21<sup>st</sup> April 2005.  
*(Photo by John Jones)*





Recently upgraded by her owner Jenkins Marine's **"CH Horn"** getting into position to dredge at Woolverston Marina on 18<sup>th</sup> January. Her fixed grab crane was removed during the upgrade and a modified tracked Hyundai excavator was installed. The excavator is equipped with a custom made lengthened dipper arm and has a 1.5m<sup>3</sup> bucket capacity, the excavator has an eco-friendly engine and weighs 30 tonnes. *(Photo contributed)*



Dredging is in full swing here on 22<sup>nd</sup> January. *(Photo by Jeff Welch)*



## Blast From The Past



**“Landguard”**, a common sight in Harwich during her long spell here as dredger for the port whilst it was railway owned. Seen here as she proceeded through the harbour on 27<sup>th</sup> October 1980. Built by Goole Shipbuilding in 1960 for the British Transport Commission. Ownership passed to British Rail Board in 1963 and Sealink in 1979. She met her end at Gillingham when scrapped there in July 1989.

*(Photo by Mick Warrick)*



Approaching the swinging area at Colchester Hythe in 1983, **“Woolacombe”** passes **“Carrick”** in 1983. Having discharged she will be outbound on the rising tide once swung around.



Built for Wijnne and Barends, Delfzijl by Voorwaarts, Martenshoek, she was completed in March 1963 as **“Clarissa”**. In 1977 R. Hurlock of Ipswich acquired her and renamed her **“Woolacombe”** she passed to Custodian Leasing, Ipswich in 1980 and Clientcare, Ipswich in 1986. In 1990 she was renamed **“Josiane”** by Hamlet and Co. Ltd, Kingstown, St Vincent. But the following year she was **“Woolacombe”** again and this time Hamlet and Co registered her in Ipswich again. In 1994 she was sold to Sheik Mohamed Farouk and Son, who registered her in Belize and renamed her **“Lady Fazeela”**. She switched to Guyana flag in 2012 without a change of name crossed the Atlantic and is currently trading in the Caribbean for AFS Shipping Inc. of Demerara, Guyana. (Photo by Mick Warrick)

In last months newsletter the Sietas built coaster **“Gisela Bartels”** featured. We now have a photo of her under her last name taken in Dubai on 22 January 1999. She sank the following May when en route to Somalia.



(Photo by Roger Hurcombe)



Newsletter compiled by Derek Sands and edited by Neil Davidson.

With thanks to David Hazell for his many contributions.

Also thanks to the following: Steve Cone, Mick Warrick, John Jones, Jeff Welch, Martin Klingsick, Allan Ryszka-Onions, Phil Simons, Ian and Wendy Sharman, Roger Hurcombe, David Asprey and Jim Griffiths (Uniconnection Shipping) apologies if I have missed anyone.

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

Any mistakes or inaccuracies are unintended.

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