



First Time Caller



“Lister” at the Old Power Station berth Ipswich on 1st December during her first call at the port and just before sailing in ballast for Tilbury. She arrived from Fredrikstad on 29th November. She is a product of the Bodewes Volharding shipyard at Foxhol, in the north of the Netherlands southwest of Groningen. Built for Frank Dahl of Stade in 1997 as **“Graneborg”** she was acquired in 2007 by Uman Rederei AB of Sweden and registered under the Swedish Flag as **“Lister”**. In 2016 she was re-flagged to the Faroe Islands. *(Photo contributed)*



“**Eseniya**” rounds the Beach End 4th December heading for Ipswich to load, her last port being Boston, Lincs. However on her way here she grounded in the Freeman Channel in the Wash on 3rd December but refloated shortly afterwards, no damage or pollution reported. She spent some time swapping berths at Ipswich before eventually going to load at the grain terminal. One can only assume some kind of inspection has taken place to ensure her seaworthiness. She was completed by the Rousse shipyard in Bulgaria as “**Elara**” in 1999 for a Netherlands based company. Still remaining in the same ownership she changed name to “**Slochterdiep**” in 2002, “**Novomar**” in 2007 and “**Slochterdiep**” again in 2011. Transflot of St Petersburg purchased her in 2012 and gave her her present name. *(Photo by Derek Sands)*



Here she is passing Felixstowe *(Photo by Mick Warrick)*

.....and arriving at Ipswich



(Photo contributed)



Seen here passing Rozenburg inbound to Rotterdam in 2008 is “**Selvaagsund**”. She made her first call to Ipswich on 9th December arriving at 01.56hrs with stone from Eikefet, Norway. She departed in ballast for King's Lynn later the same day after sunset. Built by Bijlsma, Wartena in Frisian province in the North of the Netherlands she was completed as “**Michel**” in 1993 and was chartered and renamed “**Sea Rhine**” in 2002 reverting to “**Michel**” in 2005. She became “**Aurora**” in 2006 before gaining an excavator when sold to Berge in 2008 and converted to carry mainly aggregates under her present name. *(Photo by Derek Sands)*



Arriving at Ipswich from Kaliningrad on 9th December and seen here at the Old Power Station berth on the 11th “**FL Levante**” was one of a number of vessels delayed outside the harbour by fog. Her current owners F&L Schiffahrt, Lubeck acquired her in 2019. She was originally “**Navitas**” when launched by Peters, Kampen, into the Ijssel (which empties into the Ijsselmeer, northwest of Amsterdam) in November 2004. She was completed two months later, becoming “**Hanna**” in 2007 and “**Donau**” in 2008 until renamed “**Wilson Vigo**” for a charter in 2015. After this she was renamed “**Longford**” in 2016 and “**Donau**” again in 2018. She sailed to Aarhus on the 15th. *(Photo contributed)*



The sun is just coming up as “**Ostbense**” passes Felixstowe outbound from Ipswich to Ghent on 13th December having arrived at Ipswich from Belfast with stone on the 9th. Owned by Brieese Schifffahrts she was launched in December 2009 as “**Ardorf**” a year after her keel was laid by Jiangsu Changbo SY, Jingjinang, China. She was not completed until January 2011 by Volharding, Foxhol, as “**Ostbense**”. *(Photo by Derek Sands)*



Veteran 10,110 dwt self unloading bulker “**CSL Rhine**” (38 years old) sails from Ipswich for Delfzijl, extremely light as it's a very low tide. She was built by Norwegian Shipyard, Kleven, Ulsteinvik for Jebsen as “**Tinnes**” in 1983. Renamed when flagged out to the Philippines as “**General Bonifacio**” in 1986, she went back to her original name in 1988. She gained her present name when CSL Europe acquired her in 2011. *(Photo by Derek Sands)*



“**Kristin**”, pointing skywards while loading scrap for Avonmouth 13th December at West Bank, Ipswich. She had arrived the previous day in ballast from Shoreham. Launched as “**Odin**” but completed as “**Katrin**” by Detlef Hegemann Rolandwerft at Berne on the River Weser in 1986, she has remained in German ownership with subsequent changes of name to “**Trine**” in 2009 and “**Kristin**” in December 2019. *(Photo contributed)*



“AS Paulina” making her first call at Felixstowe and seen here on 20th December. On charter to MSC she arrived the previous day from Antwerp. Launched as **“Rio Taku”** in 2004 by Hyundai, Ulsan, she was immediately renamed for charter as **“P&O Nedlloyd Susan”**. In October 2005 Maersk acquired P&O Nedlloyd and she was renamed **“Maersk Nolanville”**. Taking up her launch name in 2012 at the end of her charter, in 2018 she gained her present name. Her owners throughout all the changes seem to remain German. *(Photo by Derek Sands)*

A stern view of her from Shotley *(Photo contributed)*





Recently arrived from Piraeus is Cosco charter "**Navios Vermilion**" seen at Felixstowe 21st December. Completed in January 2007 as "**Vicki Rickmers**" by Dalian Shipbuilding, China she was soon chartered to ANL which is now part of CMA CGM, becoming "**ANL Warringa**" and reverting to "**Vicki Rickmers**" at end of the charter in 2016. Navios acquired her in 2017 and renamed her. (Photo by Derek Sands)



Arriving in ballast from Guinness on 19th December "**Fehn Companion**" is seen loading at Ipswich grain terminal for Amsterdam on 22nd December, she would depart that evening. Launched as "**Fehn Captain**" she was completed in March 2013 as "**Rhine Express 2**" by Wuxue Kaiyangxing, China. As far as can be ascertained she has always been associated with Fehn Shipmanagement becoming "**Fehn Companion**" in 2014. (Photo contributed)



Portland based tanker “**Monjasa Provider**” bunkering the 13,800 teu Evergreen charter “**Thalassa Doxa**” at Felixstowe's number 9 berth on Boxing Day 2020. It's her first visit to the Haven ports under this name. She was completed by Selah Makina, Tuzla in Turkey as “**Brovig Wind**” for Brovigtank, Norway.



She changed name in 2014 to “**Skaw Provider**” in 2014 but still under same owner. Danish privately held company Monjasa Holding A/S acquired her and renamed her in January 2020. *(Photos contributed)*



Bunkering finished she sailed for Portland 28th December. *(Photo by Derek Sands)*



The 10,978 dwt “**YM Amazon**” discharging at number 1 shed, Cliff Quay, Ipswich 29th December. She set off from Derince in Turkey on 29th November with a soda ash cargo loaded at ETI Soda. First port of discharge was Londonderry where she arrived on 20th December and sailed two days later. She arrived at anchor on 25th December and had to wait until she finally arrived at Ipswich around 23.30 on 28th December to off load the remaining cargo. The Mamara yard at Korfez Turkey, a subsidiary of the ship owning Yildirim group built “**YM Amazon**” in 2013. She sailed for Pori in Finland on 31st December. *(Photo contributed)*



Here she is outbound in the mouth of the River Orwell in murky conditions. *(Photo by Derek Sands)*

Bound for Buckie



“H&S Fairness” passing Harwich 3rd December outbound in pouring rain. Destined for Buckie with more of Crisp's malt for the whisky distilleries. She had arrived at Ipswich on 30th November from Haaften and after discharge made the short voyage to Mistley the following day. Loading was hampered by heavy rain and took longer than usual. She was launched as **“Aries”** by Kocatepe, Altinova, Turkey in September 2010 but completed by De Groot, Dordrecht in 2013. The hull passed Hook of Holland inbound for Dordrecht on 12th July 2011 named **“Biesbosch”** under tow from the veteran tug **“Felis”** formerly the **“Albert”** of Alexandra Towing a product of Dunston at Hessle in 1972. **“Biesbosch”** was completed in February 2013 and coming under the management of Amasus in 2014 was renamed **“H&S Fairness”**.



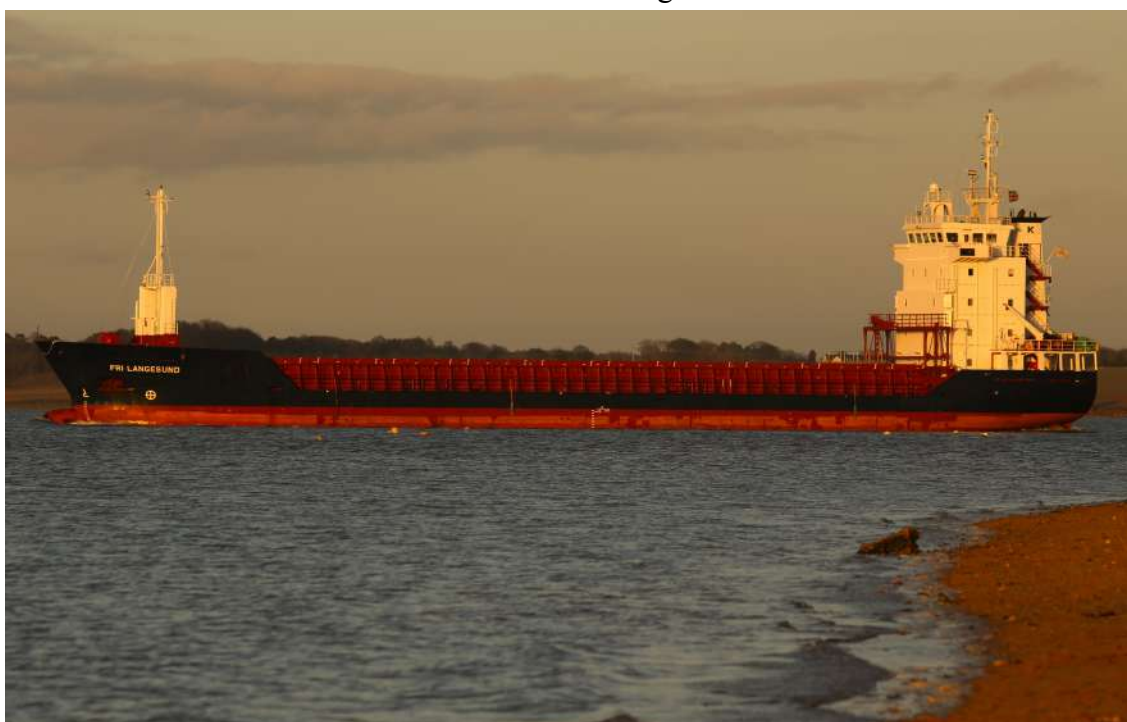
“Biesbosch” on 12th July 2011 (Both photos by Derek Sands)

Captured in the River Stour

Two other recent callers at Mistley captured in the river passing Wrabness 20th December.



“Wilson Lista” passes outbound in ballast for Hamburg at around 3pm with the Royal Hospital School, Holbrook in the background. She had arrived at Mistley from Aviles on 19th December with a cargo of ingots. Emerging from the Slovenske Lodenice yard, Komarno in 1994 as **“Lys Trader”** she had five further names before Wilson bought her in 2004.



Twenty minutes later in the last of the day's light **“Fri Langesund”** passes inbound with wood pellets from Inverness. She was launched as **“Saar Dublin”** by Galati SN, Romania in 1997 and completed by Damen, Foxhol as **“A.B.Dublin”**. Acquired by Kopervik Shipping in 2012 she was renamed **“Fri Langesund”**. (Photos by Derek Sands)

Brightlingsea Shipping

Olivers Wharf in Brightlingsea Creek had four callers in December. Tides though have not been convenient for photographers to make the journey over, and in mind of current restrictions on unnecessary travel too, there are no photos of these calls.

“Arctica Hav” was the month's first caller arriving on the 10th from Aviero with cement and sailing for Fredriksvaerk on the 12th. Somewhat of a veteran as she was built in 1984 by Hugo Peters, Wewelsfleth as **“Hansa”**. Subsequent names were **“Pinguin”** and **“Union Venus”**. In 2003 on purchase by Hav Bulk she gained her present name.



She is seen (opposite) at Mistley in 2019
(Photo by Derek Sands)

Next to arrive at the wharf on 13th December was the very recently renamed **“Wilson Dundalk”** from Setubal with more cement. She was built as **“Echion”** by Slovenske Lodenice, Komarno in 2010.

On the 20th **“Alsterdiep”** arrived from Figueira da Foz with more cement. After a quick discharge she was turned to be “head out” on the next tide to load scrap metal for Pasajes, she sailed on 22nd of December arriving in Pasajes four days later. A product of the Rongcheng shipyard in China in 2008 she is still carrying her original name.

To complete a busy month **“Wilson Astakos”** another product of Slovenske Lodenice, Komarno, arrived from Ijmuiden to load scrap on 28th December, sailing on the last day of the year for Bilbao.

“Eastern Vanquish” in Trouble



Scot Line charter “**Eastern Vanquish**” alongside the Old Power Station berth, Ipswich where she suffered a water ingress into the engine room on the previous day (December 16th). This was due to a failed valve and around 25 cubic metres of water flooded the engine room which was evacuated. As the port did not have any pumps, Suffolk Fire brigade responded and began pumping after the damage was sealed. In the photo below taken on 19th December the clean up has begun. “**Eastern Vanquish**” was launched in November 2009 by NSC Marine, Shanghai as “**Biljberg**” but not completed until August 2012 by Veka, Lemmer, in the Netherlands. She has been “**Eastern Vanquish**” since 2015. The ship was now in need of dry docking for a permanent fix to her problem.....





On 22nd December help in the shape of “**Sea Bravo**” arrived from Breskens to tow the dead ship away to dry dock in Hull. She would be assisted down the River Orwell by local tugs “**Svitzer Shotley**” and “**Gray Test**”. However just before the move began it was aborted due to reports of adverse weather conditions forecast. “**Sea Bravo**” recovered her gear and left for Breskens. The two local tugs moved the ship to a lay by berth in the port where she still remains (28th December).



“**Sea Bravo**” has recovered her gear and is about to sail, while the local tugs get into position to take charge of the internal move. They took her upstream to the turning circle where she was turned to be head out and berthed at Van Ommeren 4, lay by berth.

The end ? of the saga as “**Sea Bravo**” heads down the Orwell bound for Breskens.



Owned by Netherlands based Seacontractors, she is a Damen “Shoalbuster” type tug built at Hardinxveld in 2008 (*All photos contributed*)

....The latest piece of the “**Eastern Vanquish**” saga continued on 31st December when the tug returned from Breskens and a move looked imminent the following day when “**Svitzer Sky**” came upriver to assist. Due away at 10.00 am it was an hour later she moved off the berth, only to be put on another a short distance away. Late afternoon on New Year's Day 2021 the “**Sea Bravo**” remained in attendance but the Felixstowe based “**Svitzer Sky**” gave up and returned to base. More next month !

Recent Visitors



“Valerie” loading at Ipswich grain terminal 5th November, she had arrived from Rotterdam the previous day and sailed on 6th November for Cork. *(Photo contributed)*



A busy ship, she arrived in ballast again from Rotterdam on 19th November to load grain at Parkeston Quay. She is seen here in the River Stour with the derelict HMS Ganges mast in the background. Chowgule shipyard launched her as “*Espace*” in April 2010 and she was completed in May 2012. She has been under her present name since 2015. *(Photo by Derek Sands)*



“Fluvius Axe” basks in the sunshine at Cliff Quay, Ipswich on 5th November, having arrived from Montrose the previous day. She was to depart later on the 5th for Rotterdam. Along with two fleet mates she is managed from Devon by Exe Shipping. Built in 1998 by Barkmeijer, Stroobos for Arklow Shipping as **“Arklow Sea”**, she was sold in 2012 to Norwegian company BBS Bulk and renamed simply **“BBS Sea”** moving on to Pillar Shipping based in Luxemburg two years later as **“PS Sea”**. However they did not keep her longer than nine months as she became **“Fluvius Axe”** in September 2014. *(Photo contributed)*



The difficulty of photographing tankers at the berth in Ipswich is demonstrated by this long range view. The former easy access opposite has not been available since works associated with the flood barrier etc started. **“Philip Essberger”** seen here on 18th November had arrived earlier that day from Hamburg and departed for Antwerp on the following day. She was built in St Petersburg by Baltiyskiy Zavod in 2003. *(Photo contributed)*



Chinese built in 1999 by Jiangxi Jiangzhou, Ruichang, **“Valentina”** is ready for loading at the Old Power Station berth, Ipswich on the day she arrived from Rotterdam (18th November). Completed as **“OPDR Sevilla”** she spent nine years trading in containers before Briesse Schifffahrts acquired her and placed on her general cargo work as **“Berum”**. Luptaria Shipping of Lithuania bought her and renamed her in December 2018. *(Photo contributed)*



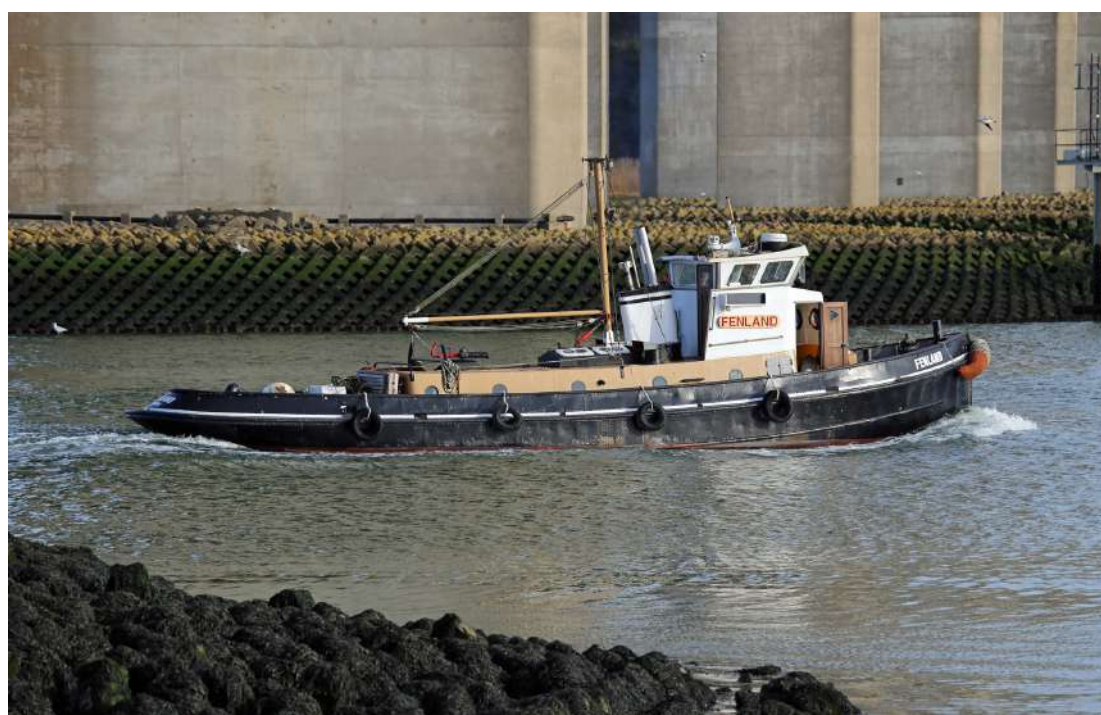
21,413 teu capacity **“OOCL Indonesia”** arrives at Felixstowe on 21st November. She is a product of the Samsung Yard, Koje, South Korea in 2018. *(Photo contributed)*



In the River Orwell approaching Ipswich on 22nd November is “**Arklow Fortune**” inbound from Limerick with cement. She left fully loaded with grain four days later for Warrenpoint. She was built in Spain at Guernica by Murueta in 2007. (Photo by Derek Sands)



Seen on the same day is Latvian flagged “**Bonita**” about to pass under the Orwell Bridge. Arriving from Rotterdam with a cargo believed to be soya, she departed in ballast for Ruisbroek in Belgium the next day. Ferus Smit, Westerbroek delivered her to Dutch owners in 1987 as “**Riha**” and successive names were “**Laura II**”, “**Reest**” and “**Est**”. She came under the Latvian flag in 2007 and gained her present name in 2014. (Photo by Derek Sands)



Your photographer was fortunate enough to be in the right place at the right time as **“Fenland”** makes a rare voyage from her berth in Ipswich Marina. A former Thames lightering tug she was built in 1929 by Werf Concordia, Amsterdam as **“Seaby”** and owned by Beckett of Hampton on Thames. In 1941-45 she did war service with the admiralty and when returned to her owners she was sold to the Borough of Wisbech and renamed **“Fenland”**. Sold in 1956 to Clements Knowling, London and re-engined 1957, in 1966 her owners became Clements-Tough, Brentford. In 1978 she was sold to Thames and General Lightering, then the Mercantile Lightering in 1980. “Noddy” Cardy of Maldon acquired her in 1980 and kept her for ten years. She passed to Allan Littlewort also of Maldon and the following year to Alfred Littlewort, Isle of Wight. Julian Sciville of Rochester bought her in 1998 and she passed to Fraser Yates Ipswich in 2000. *(Photos by Derek Sands)*



With Harwich's Stone Pier breakwater in the foreground and Landguard Fort as a backdrop “**Ina Lehmann**” heads for the port of Southampton on 25th November. She had arrived at Ipswich on the 19th from La Pallice in France. Partner Stocznia of Police, Poland completed this ice class ship in 2017 and she is strengthened in all holds and on all hatch covers for heavy loads and containers. Her owners Lehmann are based in Germany and she flies the Antigua and Barbuda flag. *(Photo by Derek Sands)*



Passing Felixstowe inbound from Haifa for Parkeston Tanker Jetty on 26th November is the 14,246 dwt “**Chemical Voyager**”. Completed by Asakawa, Imabari in 2005 as “**Panama Caribe**” in 2007 she was “**Clipper Caribe**” and in 2011 “**Davino D**”. In 2017 she came under control of Chemship BV, Netherlands (whose parent company is part of Ampal-American-Israel Corp.), and her name was changed to its present one. *(Photo contributed)*



A well loaded 13,386 teu “**Cosco France**” working cargo at number 9 berth Felixstowe 26th November. She left the following day for Singapore via Suez and is currently in Xiamen (29th Dec). She was built by COSCO KHI at Nantong in 2013. *(Photo contributed)*



With a somewhat unusual escort in the River Orwell as she approaches Ipswich on 29th November on a repeat voyage from Schiedam to load again for Rotterdam is “**Westewind**”, sailing again on 1st December. She was launched into the River Elbe by CSPL Yard, Decin, Czechia in October 2002 and completed in the Netherlands for Dutch interests by Peters, Kampen in February 2003 as “**Hilja Marin**”. “**Agenor**” was her next name in 2005, before a change to her present name in 2008. She still seems to be owned in the Netherlands. *(Photo contributed)*



Making a rare visit to Felixstowe the 19,437 teu “**MSC Leanne**” is seen here on 1st December, her last known call was in May 2017 not long after she was completed by Samsung, Koje. *(Photo contributed)*



Passing Felixstowe inbound from Liepaja for Ipswich, Van Dam Shipping's “**Ankie**” lowers her retrofitted eConowind Ventfoil wind assisted system which was installed by Royal Niestern Sander in a January 2020 dry docking. Significant fuel savings have been realised by the 10 metre wings and the intention is to extend them by another six metres. The ship itself was launched into the Adriatic in November 2006 by Leda shipyard which is on the island of Korcula, Croatia. Completion was carried out by Peters, Kampen in January 2007. *(Photo by Derek Sands)*



With the new day dawning behind her “**Bernhard Schepers**” takes tug assistance on 4th December as she arrives from Rotterdam on a Unifeeder service. A product of Sainty Shipbuilders, Jiangdu, China in 2011 she is owned by the German company HS Breederungs which can trace its history back to 1885 and founder Heinrich Schepers. *(Photo by Derek Sands)*



Due to a poor harvest here, wheat imports from Germany have featured at the port of Ipswich this year. Carisbrooke Shipping's “**Kitty C**” brought one such cargo from Rostock arriving at Cliff Quay on 1st December and she is seen here on the 4th before sailing for Aberdeen the day after. Completed by Jiangsu Yangzijiang, Jiangyin in August 2011 she looks to have been hard worked and in need of dry docking. *(Photo contributed)*



At the 500ft berth, Cliff Quay, Ipswich is “**Arklow Meadow**”. She arrived from Arzew, Algeria with fertiliser on 3rd December and appears to be laying by here on the 9th. She did not sail until 16th December for Klaipeda. Built in South Korea at the Mokpo Shipyard in 2010, at 13,950dwt she is a large ship for Ipswich. She was not the only Arklow ship present on the 9th December....



“**Arklow Clan**” with “**Arklow Ruler**” astern of her. They both arrived on the 9th December from Belfast and Limerick respectively. They also both sailed on the following day, Montrose was the next port for “**Arklow Clan**” and Southampton for “**Arklow Ruler**” Both were built in the Netherlands “**Ruler**” by Barkmeijer, Stoobos in 2010 and “**Clan**” by Ferus Smit, Westerbroek in 2017. *(Photos contributed)*



“**Ashley**” has made a number of visits to Ipswich, here she is loading what is probably barley on 9th December for Rotterdam, she sailed later in the day, having arrived from Le Legue in France three days previously. Launched in March 2000 by Ceskoslovenska Plavba Labska, Decin and completed in July by Scheepswerf Peters, Kampen as “**Hydra**” she became “**Ashley**” in 2007. (Photo contributed)



With a reported 11,000 plus boxes of PPE clogging up the Port of Felixstowe and costing the government ludicrous amounts for storage, other places were sought to hold the containers. Seen in two photos taken on the 9th and 22nd December part of the solution apparently is to store them at the port of Ipswich! The logistics of moving all these containers by road the 11 miles

from Felixstowe must have caused further problems for Felixstowe port. What will happen to all this expensively acquired PPE is anyone's guess, but no doubt some of it will be unusable by the time it's possibly needed. *(Both photos contributed)*



A fairly frequent visitor to Ipswich “**Beaumonde**” has brought a cargo of wheat from Wolgast when seen here on 11th December. Her hull was launched by Zaliv, Kerch in the Ukraine in June 2004 and she was completed as “**Blue Star**” by Damen, Bergum in September for Dutch company Tristar. She remained under the Dutch flag when changing to her current name in 2011. Vertom became registered owners in 2018. *(Photo contributed)*



The trade in waste motor oil between Ipswich and Kalundborg in Denmark has employed several tankers. “**Nike**” seen here on 11th December is making her second visit when arriving from the Danish port. However her next port was Hamburg when sailing the following day presumably to load more. Her registered owner is based in Sweden although she flies the flag of Malta. Built as “**North Castle**” in 2009 by Gisan Gemi, Tuzla, Turkey, she has been under her current name since 2010. *(Photo contributed)*



Arriving from Rotterdam on 11th December and unloading her cargo of soya(?) at Cliff Quay, Ipswich is a well known visitor to the Haven ports, “**Sea Shannon**”. Launched into the River Rechytsa a tributary of the Dnieper in Belarus by Rechitskiy Sudostroitelnyy Zavod in July 1997 as “**Joriston**” the “**Casco**” made its way via the Dnieper to the Black Sea and onward to the Netherlands for completion by Damen, Bergum in May 1998. *(Photo contributed)*



Ipswich regular “**Neptune**” approaches the Orwell Bridge as she arrives at Ipswich from Dordrecht on 13th December. Her excavator indicates her main cargoes consist of aggregates. She left later the same day for Thamesport, and she is often to be found delivering cargoes to Ramsgate and Whitstable amongst others and loading at Thamesport and Cliffe. Built far inland in Saxony at Rosslau she was launched into the Elbe by Rossaluer in 1992 as “**Moon**”. Shortly after renamed “**Lass Moon**” Faversham Ships acquired her in 2007 and she was renamed “**Islay Trader**” passing to SEAG8 in 2017 as “**Neptune**”. *(Photo contributed)*



“**Boy Michael II**” at Foxes Marina, Ipswich on 19th December. Built 2006 and registered in Maldon, but based at Wivenhoe. *(Photo contributed)*



“Hawk Hunter” arriving Felixstowe on 19th December from Bremerhaven, her next port would be Rotterdam, and she seems just to be shuttling between these three ports at present. She is on charter to Seago Line (Maersk) from her Belgian owners. Built 2009 by Hyundai, Ulsan and launched as **“CPO Boston”** she took an immediate charter to Hamburg Sud as **“Cap Hamilton”** until 2016 when she took her present name. *(Photo contributed)*



Cosco charter **“Navios Indigo”** at Felixstowe 19th December, she had arrived from Zeebrugge two days previously, sailing to New York via Antwerp later on the 19th. Built in China by Dalian Shipbuilding in 2007 and launched as **“Sabine Rickmers”** she spent the next nine years on charter to CMA CGM as **“CMA CGM Jade”** reverting to her launch name in 2016. Coming under the control of Navios in 2017 she gained her present name. *(Photo contributed)*



The 12,526 dwt “**Lila**” leaves Ipswich on 19th December with presumably a grain cargo, this being at least her third call at the port. She left Jorf Lasfar, Morocco for La Pallice in France on 29th of November and arrived on the 9th December. She made a ballast voyage to Ipswich arriving on the 16th December to load. On departure she headed for Lisbon, but only to bunker in the River Tagus just off the port on Christmas Day. She then headed for Bejaia in Algeria and arrived on 31st December, having spent some time at anchor outside the Straits of Gibraltar. Completed in July 2007 as “*Antilles VI*” for Dowa Line, by Shin Kurushima, Hashihama, she was bought by Turkish owners in 2014 and renamed “**Lila**”. (*Photo contributed*)



(*Photo by Andy Warrick*)



Accompanied downriver by her unberthing tugs. *(Photo contributed)*



A superb view of her as she passes Woolverstone outbound. *(Photo contributed)*



“**Cemi**” made two calls in December firstly as seen above on the 19th December arriving the previous day from Limerick, sailing in ballast to Rotterdam late on the 19th. She returned from Rotterdam as seen below on the 22nd of December probably with soya and sailed the following day for Hamburg. A product of Ferus Smit at Westerbroek in the Netherlands, she was completed as “**Cemile**” in 1991, having her name shortened in 2004 when acquired by Misje. (Photos contributed)





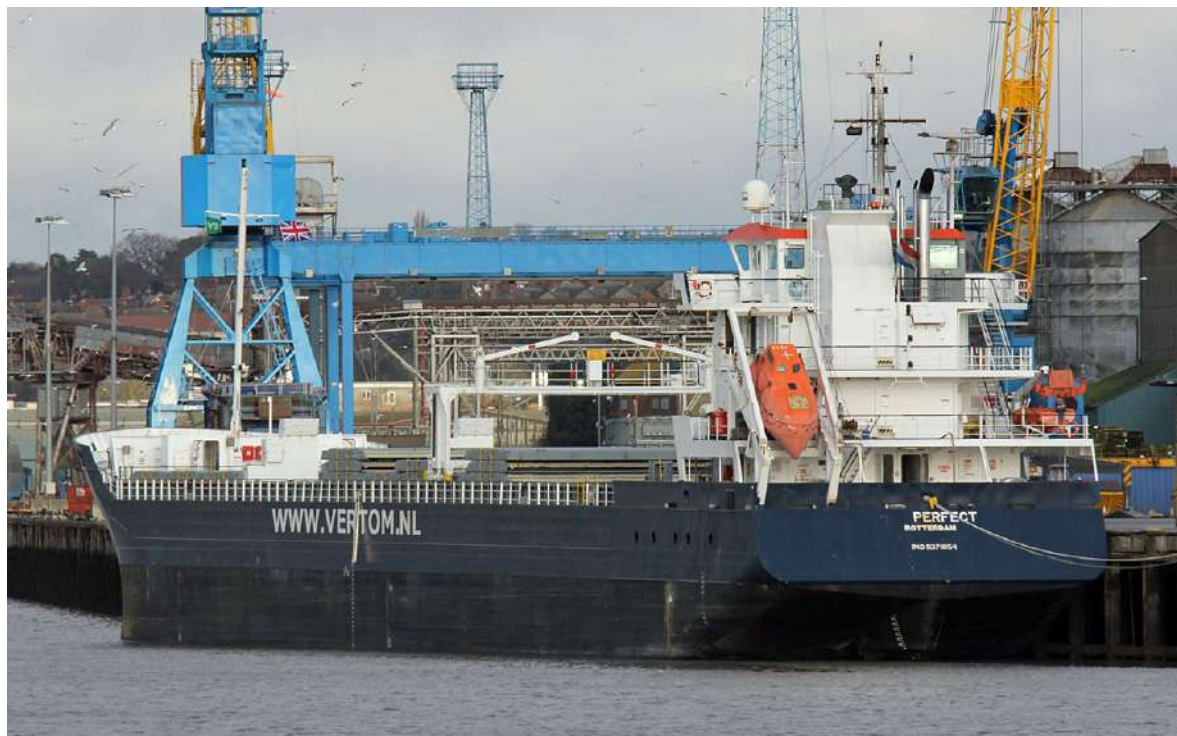
Swapping containers at Felixstowe on 22nd of December is “**Comar Gulf**”. This may have been her first visit to the port, although no one is sure. She is on Unifeeder's service and had arrived from Rotterdam and would sail later in the day for Teesport and onward to Grangemouth afterwards. Fujian Mawei SB Co, Fuzhou launched her as “**JRS Castor**” in July 2007 and completed her two months later. Remaining under German ownership so far in her career she has had a succession of names, “**Lomur**” “**JRS Castor**” “**JRS Alster**” gaining her present one in 2012. *(Photo contributed)*



Passing Felixstowe outbound from Parkeston tanker jetty is “**Oriental Rose**” heading for Stade in Germany. She had arrived the previous day from Rotterdam. She is one of a very similar number of 14,000 dwt tankers built by the Asakawa Yard at Imabari, Japan. Launched in December 2005 she was completed four months later. *(Photo contributed)*



Evergreen charter “**Thalassa Doxa**” arriving at Felixstowe, from Hamburg on 22nd December. She sailed for Suez some seven days later. Her owners Enesel, based in Cyprus are a member of the Lemos Group. Built by Hyundai, Ulsan in 2014 and of 13,800 teu. *(Photo contributed)*



The former “**CFL Perfect**” with her now shortened name and new colours (which she gained in 2017 when coming under Vertom control) and seen at Cliff Quay, Ipswich on 24th December. Constructed by Peters at Kampen in 2009 for CFL BV she had arrived from Jorf Lasfar in Morocco via a call in Southampton on 20th December. She moved to the grain terminal berth and departed for Rotterdam on 31st December. *(Photo contributed)*



On the 24th December both the current “**Arklow Venture**” seen above, and the previous one (seen below and now named “**SP Venture**”) were in Ipswich at the same time. The ship seen above was built by Royal Bodewes, Hoogezand in 2017. She had arrived from Limerick on 22nd December and sailed to Ghent on the 28th. The one illustrated below was launched as “**Marinka**” in July 1999 and completed as “**Sider Venture**” in October, by Pattje, Waterhuizen. She was first owned by Arklow in 2004 when her name was altered to be prefixed with “**Arklow**”. Sold in 2008 to BBS Bulk, Norway no name change was recorded until 2017 when she moved to Misje Bulk as “**SP Venture**”. According to AIS she arrived at Ipswich on 23rd December from Dordrecht, but the Harwich Haven website has her arriving from Rouen ! Just to add confusion she departed Ipswich on 29th December for Rouen and arrived there just before midnight on 30th December. AIS is currently showing Algiers as her next port.



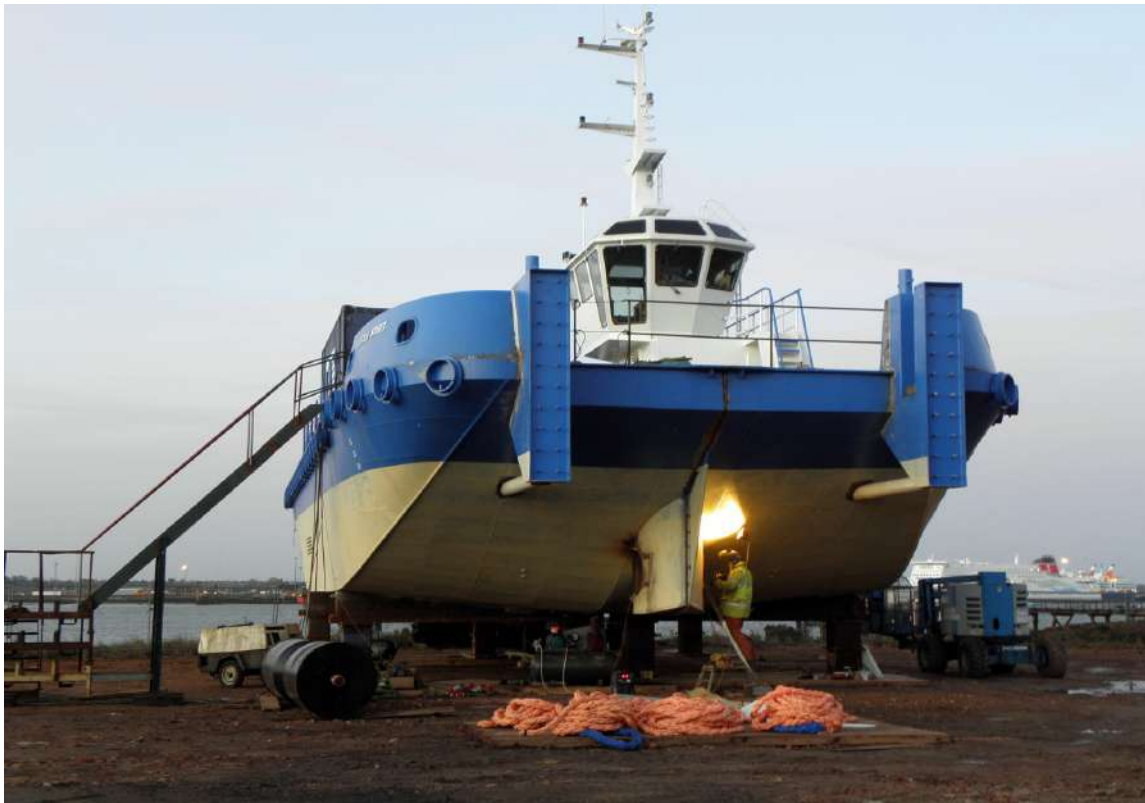
Latest Maintenance Dredging



The latest dredger to carry out the task of maintaining depth in the Harwich harbour and channel is “**Medway**” seen here on 26th December. Originally built for Strabag Wasserbau as “*Eke Mobius*” by Sietas, Neuenfelde, Boskalis acquired her in 2016 and changed her name in 2017. She arrived the previous day and was assisted by “**Sospan Dou**” a frequent sight in the harbour which disposed of dredged material to beneficial sites in the Stour and Orwell.

Ploughing was carried out by Briggs Marine's “**Forth Drummer**” operating not far from her birth place as she was originally finally constructed at Shotley as “*Suffolk Spirit*” in 2012.
(Photos contributed)





Final welding is taking place on “**Suffolk Spirit**” at Shotley on 8th March 2012. She had arrived at Shotley from her builder Kocurek Excavators on Hadleigh Road Industrial Estate, Ipswich by road in two halves. The design is by Macduff Shipyard, Scotland. *(Photo by Derek Sands)*

Blast From The Past



“**Tower Julie**” in Ipswich Wet Dock 13th April 1982 IMO : 7206093

Built 1972, by Bijlsma & Zonen - Wartena, Netherlands (Yard # 588) as TOWER JULIE
GRT : 499 / DWT : 920
Overall Length : 55.8 metres x Beam 9.9 metres.
Machinery : 1 Screw driven by a Mirrlees Blackstone - 4 stroke single acting 6 cylinder oil engine
Speed : 10.0 knots

History *POR = Port of Registry*

1972: TOWER JULIE : Tower Shipping Ltd : POR London.
1983: TOWER JULIE : Ensign Express Shipping Ltd: POR London.
1990: TOWER JULIE : Gronqvist & Gronqvist Kb: POR ?? Finland
2002: TOWER JULIE : Prima Shipping Ab: POR ?? Finland
2003: TOWER JULIE : Sal-Ship Oy Ab: POR ?? Finland.
2006: MALINSKA : Brodski Prijevoz d.o.o.: POR ?? Croatia
2006: MALINSKA : Adria Ship d.o.o.: POR ?? Croatia
2011: MALINSKA : Solinska Plovidba d.o.o.: POR ?? Croatia
2013: MALINSKA : J&D Exporting LLC : POR Panama
2014: MALINSKA : J&D Exporting LLC : POR Zanzibar
2020: Still extant

(Photo and information by Tim Webb, Bedford Branch)



Two photos of “**MFV1544**” laid up in Colchester 20th August 1981. *(Photos by Tim Webb)*
Launched August 1945 by Wivenhoe Shipyard and sold out of service by 1947. She has been at Colchester many years and is now derelict.



“Antilla Cape” being berthed at Felixstowe tanker jetty with a cargo of gas for Calor. The local tug **“Sauria”** is in attendance in the foreground, **“Vanquisher”** on the bow, an unknown **“Sun”** tug alongside and **“Ionia”**. This tanker visited on more than one occasion but is seen here on 24th August 1968. *(Photo by Malcolm Cornes)*



“Corale” outbound in Ipswich lock in the 1960s. She started life far inland on the Rhine at the Berninghaus yard, in Cologne in 1939. Originally named **“Diete Koerner”** her subsequent names were **“Tanja”** -'46, **“Tonja”** -'56, **“Corale”** -'58, **“Koralle”** -62 and **“Petula”** -'64. She was broken up in Leer in January 1971. *(Photo by Martyn Hunt)*



Sailing barges in Ipswich Wet Dock in the 1960s with “**Kimberley**” on the outside and what's believed to be “**Beric**” on the inside, with some interesting looking coasters in the background. Both were built by Cann at Harwich, “**Kimberley**” in 1900 and “**Beric**” in 1896. After going through some restoration projects “**Kimberley**” has been laying derelict above Burlesdon Bridge on the Hamble since around 1996 where she is slowly disintegrating. “**Beric**” was reportedly being broken up at Oare Creek in 2019. *(Photo by Martyn Hunt)*



Trinity House Vessel “**Vestal**” alongside Trinity House Pier, Harwich in the early 1960s before she had her funnel heightened. A turbine steamer built by Charles Hill and Sons at Bristol in 1947, she was sold for scrap in 1975 and was broken up at Brussels in August of that year by Elco. *(Photo by Martyn Hunt)*

Newsletter compiled by Derek Sands and edited by Neil Davidson.

With grateful thanks to David Hazell for all his contributions and also Andy Warrick, Martyn Hunt and Malcolm Cornes.

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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