

WORLD SHIP SOCIETY, HAVEN PORTS BRANCH NEWSLETTER

JUNE 2022



(Photo by David Hazell)

June's branch meeting will be at the Seafarers Centre at 7.30pm on the 9th

It will feature a show of black and white photos from the 50's of the London Docks or a colour one from the early sixties by Ian Wells.

All welcome

Recent Callers



The latest recent newbuild for Evergreen **“Ever Arm”** makes her maiden appearance at Felixstowe. Seen here on 2nd May she had arrived the previous day from Rotterdam. Leaving on 6th May for Hamburg, Rotterdam and Colombo, Sri Lanka. The 23,992 teu vessel was completed in March this year by Samsung, Koje.
(Photo contributed)



“Arklow Venture” at number 2 shed, Cliff Quay, Ipswich on 3rd May. She had arrived from Belfast on 30th April with a stone cargo. Sailing to Amsterdam next day she would return from Amsterdam on 6th May. Built 2017 by Royal Bodewes, Hoogezand as one of a series of twelve new ships. (Photo contributed)



Alongside Cliff Quay, Ipswich on 3rd May is **“Arklow View”**. She had arrived from Bilbao with cement on 28th April and would sail to Dublin on the 5th. The second ship in a series of ten being built in the Netherlands by Bodewes, Hoogezand, she was completed in March 2016. (Photo by Mick Warrick)



Also alongside Cliff Quay on the 3rd May is a former member of the Arklow Fleet **“Fri Gdansk”**. Originally built for Arklow by Barkmeijer, Stroobos as **“Arklow Ruler”** in 2006. Kopervik Shipping of Norway acquired her in 2021. The company is a member of the HK Shipping Group which also includes Hoyer group. Ship management was moved to Poland in 2013. Having arrived from Rotterdam on the 2nd May, she sailed for Ghent on day after the photo was taken. (Photo by Mick Warrick)



“MSC Sindy” rounds the Beach End as she arrives at Felixstowe On 5th May, Completed in May 2007 by Samsung, Kojie she is an infrequent visitor to Felixstowe. (Photo by Derek Sands)



Faversham Ships **“Ventura”** passes Felixstowe when outbound from Ipswich for Rotterdam on 5th May. She had arrived at Ipswich from Erith three days earlier. Her hull came from the Daewoo yard at Mangalia, Romania and she was completed in December 2000 by Damen, Bergum in the north of the Netherlands. Originally named **“Sandra”** by German owners Intersee, she passed to another German owner in 2010 who renamed her **“Hohegrund”** in 2011. Just a year later Turkish owners acquired her and renamed her **“Lady Gul”**. After serving them for six years, Faversham Ships of Cowes, bought her in 2018 and renamed her as above. (Photo by Derek Sands)



Unifeeder's **"Beate"** about to berth at Felixstowe on 7th May from Hamburg, appearing to be empty. Currently doing the rounds of Baltic ports she is about to arrive in Rauma, Finland as this is written. Owned by Rambow Reederei, Drochtersen, she was built by renowned German Shipyard, Sietas at Neuenfelde in 2005.
(Photo contributed)



Riga registered **"Nautica"** at number 2 shed, Cliff Quay, Ipswich on 8th May. She had arrived from Inverness with presumably a cargo of woodchips two days earlier. She would depart on the 10th for Rotterdam. Built in 1992 by Ferus Smit, Foxhol for Dutch owner C. Leyton as **"Vesting"**. In 2000 her name changed to **"Meander"** and in 2005 she hoisted the flag of St Vincent and Grenadines as **"Nautica"**. Owners then were listed as Waterway Shipping, a company controlled by Baltnautic who changed her flag to Latvia in 2020.
(Photo contributed)



Cargo operations in progress on “**MSC Aliya**” at Trinity number seven berth, Felixstowe on 8th May. Having arrived from Suez the previous day she would sail for Hamburg on the 10th and is currently heading for Suez again. This 366 metre vessel was built by Hyundai, Ulsan in 2019 and her capacity is 14,500 teu.

(Photo contributed)



Here she is sailing on the 10th May in the very last of the daylight. *(Photo contributed)*



With plenty of Zim containers onboard advertising her charter to Israel's Zim Lines, "**Seaspan Felixstowe**" had not yet commenced cargo operations after her recent arrival from Valencia on 8th May. She would leave the following day for Rotterdam. Owned by the Seaspan Corporation of Canada she is managed from Hong Kong. Chartered to China Shipping from her build date in 2002 and named "**CSCL Felixstowe**" she changed to current name in 2012 at the end of the charter. Her design is Samsung 4250 and they built her at their Kojima yard in South Korea. *(Photo by Derek Sands)*



Above she is seen sailing on a dull 10th May for Rotterdam *(Photo contributed)*



“HMS Severn” in the River Orwell approaching Ipswich on a courtesy visit on 8th May. A River class offshore patrol vessel completed in 2003 by Vosper Thornycroft, Woolston. Her current role after her reactivation refit in 2019 is as a navigation training ship and she was painted in the Western Approaches camouflage scheme as a tribute to sailors who fought in the Battle of the Atlantic in WW2. *(Photo contributed)*



Third in a series of ten ships building for Arklow Shipping by Ferus Smit, Westerbroek, **“Arklow Castle”** was completed in February 2017. She is arriving on 10th May from Bilbao, on the regular voyage from the Spanish port with cement. Sailing for Ventspils in Latvia on 13th May and arriving there on the 16th, she left three days later for Waterford in Eire, and is currently en-route to Shoreham. *(Photo contributed)*



Having just left the River Orwell in the last of the day's light on 10th May, **"Lady Ariane"** is heading for Ridham Dock, she had arrived in Ipswich from Riga on the 6th. One of a series of twelve ships built by GS Shipyard BV, Waterhuizen which started operations on the former Van Diepen owned site in 2007. Completed to the design Sea River 3700 she was ready for service in November 2015. *(Photo contributed)*



Wearing the colours of GEFO of Hamburg but flying the Cypriot flag **"Otello"** passes Harwich outbound from Parkeston Tanker Jetty for Antwerp 11th May, having arrived from the same port the previous day. Built in 2014 by Turkish shipyard, Tersan of Tuzla she was named **"Othello"** this was amended in 2018 when she moved to the Cypriot flag from that of Luxembourg in 2018. She had been to Parkeston under her previous name. *(Photo by Derek Sands)*



Originally built in 2002 for Hermann Wulff Reederei as “*Antje-Helen Wulff*” by Stocznia Gdynia, “**CMA CGM Montreal**” sails from Felixstowe on 11th May. She has changed name many times for various charters since her entry into service. The latest change to her current one happened in 2022 when CMA CGM became her registered owner. She is heading for Rotterdam and after calls at Antwerp and Bremerhaven she arrived at Montreal on 25th May. *(Both photos contributed)*





Sailing for Antwerp and ports in Turkey on 13th May “**MSC Dorine**” looks in good shape for her years in service. Completed in January 2006 by Hanjin Heavy Industries, Busan as “**Wehr Singapore**” for German owner Oskar Wehr. Immediately chartered to as “**Maersk Derince**” she reverted to her first name in 2014. She was then sold to China and operated for two different companies, first as “**Hui Hong Ming Zhu**” in 2017. Then in 2020 as “**Zhong Gu He Bei**”. What looks to be Greek principals bought her in 2021 and chartered her to MSC. (Photo contributed)



Departing Felixstowe on 15th May after her first call is “**APL Fullerton**”. She had arrived earlier in the day from Le Havre and was now heading for the Moroccan port of Tanger Med. Launched by Hyundai, Samho as “**APL Ambition**” she was immediately chartered by Mitsui and renamed “**MOL Quasar**”. The charter ended in 2017 and she gained her present name. In 2019 she was lengthened in China by 29 metres. (Photo by Derek Sands)



With her recently acquired exhaust scrubber doing nothing for her looks “**Lady Dawn**” sets off from Ipswich for Montrose on 13th May. She had arrived from Klaipeda in Lithuania the previous day. Completed in July 2009 for Banier CV, Netherlands as “**Banier**” by China’s Zhenjiang Hexing Shipbuilders, Wenling, she came fully under control of her previous managers Wijnne and Barends in 2019 and was renamed.
(Photos contributed)





Arriving at Felixstowe on 14th May from the Spanish port of Malaga is “**MSC Pina**”. Launched in June 2007 she was completed the following month by Samsung, Koe. 336 metres long her capacity is 9,200 teu. After calls at Rotterdam, Hamburg and Antwerp she is about to arrive at Felixstowe again as this is written on 25th May. Below is a stern view as she progresses towards her berth at Trinity Terminal.
(Photos by Mick Warrick)





Also arriving on 14th May this time from Valencia is Zim charter **“Navios Indigo”**. She is owned by Navios Maritime Holdings established by US Steel in 1954. Launched as **“Sabine Rickmers”** by Dalian SB, China, she was completed as **“CMA CGM Jade”** for charter to the French company. In 2016 at charters end she reverted to her launch name. In 2017 Navios bought her from financially troubled Rickmers and renamed her. Departing on 15th May for Rotterdam, Hamburg, Antwerp and Le Havre she is due in Haifa on 4th June.

(Photos by Mick Warrick)





Heading for Ipswich as she enters the harbour on 17th May, her last port being Ghent, **“Kessu”** is calling for the first time under this name. She is managed from Valletta by Hansa Ship Management a Tallinn based company and flies the flag of Antigua. Launched in February 2012 by Timblo Drydock, Goa, she was completed by Bodewes, Hoogezand in the June as **“Ocean Sachiel”**. Registered owners were Plutus Asia Pte., Ltd and management by Reskom Tyumen of Russia. Two years later HS Bereederungs (Schepers) bought her and renamed her **“Karina”**. In February of this year she passed to Hansa as **“Kessu”**. (Photo by Mick Marshall)



Here she is in the River Orwell outbound for Aarhus on 20th May. (Photo by Martin Klingsick)



“Mila” has just passed under the Orwell Bridge as she sails from Ipswich on 17th May heading for Hamburg. She had arrived with stone from Belfast for probably her first call the previous day. Her hull was launched in Croatia by the Leda shipyard, Korcula in March 2006 and she was completed in the August by Peters, Kampen as **“Iselmar”**. This name was only briefly held before she got her present name in 2007. Owned by Sital Scheepvaart, management is vested in Wagenborg, Delfzijl.
(Photo by Mick Warrick)



Two more nice shots of her leaving Ipswich.
(Photos contributed)





Passing Felixstowe's Landguard Fort after sailing from Ipswich for Marin, Spain on 18th May, "**Elisa K**" had arrived from Rotterdam the previous day. This is thought to be her first visit to the harbour. She was launched on 26th March 2021 by Royal Bodewes, Hoogezand and there are several videos on You Tube of her entering the water. She is currently en-route to Livorno.
(Photo by Mick Marshall)

Two more super photos of her as she leaves Ipswich.
(Both photos contributed)





Having arrived from Rotterdam the previous day “**MSC Branka**” departs Felixstowe for Antwerp on 18th May. Built in 2016 by Chinese ship yard, Shanghai Jiangnan Changxing Heavy Industries. At 299.85 metres her capacity is 9,400 teu. (*Photos by Derek Sands*)





With an impressive load “**MSC Michelle**” has just departed Trinity seven berth at Felixstowe on 19th May. She had arrived from Antwerp on 15th May and is now heading for Morocco’s Tanger Med port. A product of the South Korean yard of Daewoo, Okpo and completed in August 2021, 23,964 teu is her capacity and she is just under 400 metres long. *(Photos by Derek Sands)*





“Feed Halten” waiting to load at the Old Power Station berth, Ipswich on 20th May. Having arrived from the Norwegian port of Kragero on 18th May, she would sail on 24th for Etne in Norway which is just south of Bergen. She is owned by a company based at Trondheim in Norway. Romanian Shipyard, Severnav of Drobeta completed her as **“Paphos”** in 1992 for owners using the Cypriot flag. Dutch owners bought her in 1999 renaming her **“Fiducia”**. She went to Norway in 2005 as **“Halten”** and was fitted with an excavator. The name was amended to its current one in 2008. *(Both photos contributed)*





Rounding the Beach End as she heads for Ipswich with a stone cargo from Belfast on 22nd May is “**Lisa**”. She was launched by Bodewes Volharding, Foxhol in January 2001 and completed as “**River Aln**” by Pattje, Waterhuizen in March for Manfred Draxl who chartered her to Stephenson Clarke. At charters end in 2009 she was renamed “**Blue Stream**”. In 2014 she was “**Lisa**” and in 2015 “**Lehmann Viking**” but this appears to be a charter. She reverted to “**Lisa**” in 2016 for Hermann Lohmann. *(Photo by Derek Sands)*

In the photo below she is nearly at voyage end as she arrives at Ipswich. *(Photo contributed)*





Having arrived earlier in the day from Immingham “**Stoc Baltic**” sailed for the Danish port of Kalundborg on 20th May. The cargo inwards is believed to be waste oils for recycling. The ship came from the Turkish shipyard Tuzla Gemi in 2009 as “**Purple Gem**” owned by a company managed by Besiktas Group. In 2019 her name changed to its present one when she was sold to Monemia Shipping of Stockholm.

(Both photos contributed)





“Zim Atlantic” sails from Felixstowe on 22nd May for Rotterdam, Hamburg, Antwerp, Le Havre and Ashdod. Well known at Felixstowe under her previous name of **“Heron Hunter”** she was originally launched for Claus-Peter Offen as **“CPO Richmond”** but immediately chartered out Hamburg Sud as **“Cap Harvey”**. She was acquired by CMB as **“Heron Hunter”** in 2017 and has had her current name since January 2022. (Photo contributed)



It's been quite some time since **“MSC Shaula”** visited Felixstowe as she passes the viewing area outbound on 17th May. Starting life 30 years ago as **“Hyundai Emperor”** when completed by Hyundai, Ulsan in December 1992, APL chartered her as **“APL Emperor”** in 2006 but she reverted to her original name in 2008. She began her MSC career in 2011 as **“MSC Idil”** becoming **“MSC Shaula”** the following year for Cypriot flag Oceanway Ltd. Due to engine issues when she sailed from Felixstowe, she had a tug escort out as far as the Sunk. (Photo contributed)



Having discharged her cargo from the Egyptian port of Abu Qir “**Tek**” lays alongside Cliff Quay, Ipswich on 22nd May, having arrived the previous day from Ceuta presumably having called for bunkers. She moved later to another berth as she had been detained after inspection. Completed in January 2006 as “**Chang An China**” by Taizhou Zhingyuan Shipyard for Safe Arrival Maritime, she hoisted the flag of Panama as “**Alfa Dragon**” and then later Turkey in 2014, becoming “**Jilda**” the following year. Still Turkish owned she was registered next in Bridgetown, Barbados as “**Tek**” in 2021. (Photo contributed)



Still being discharged as this photo was taken on 24th May of her alongside Cliff Quay, Ipswich, “**Fri Sea**” had arrived earlier in the day from Rotterdam. Built in 2001 by the Tille Shipyard, Kootsertille, for Dutch owners as “**Esprit**”. Union Transport of London acquired her in 2004 as “**Union Mars**” and she passed to Kopervik Group in 2009 as “**Fri Sea**”. She sailed for Portsmouth on 25th May. (Photo contributed)



Arriving at Ipswich from Bilbao on 24th May is “**Arklow Coast**” which was only launched on 26th March this year by Ferus Smit, Westerbroek. Eighth in a series of ten she will be followed by **Crest** and **Cove** which both have had their keels laid. The series started with 2016 built “**Arklow Cadet**”. (Photos by Mick Warrick)





Arriving at Felixstowe on 27th May from Suez is **“OOCL Hong Kong”**. Her profile has change a little bit since her last visit, as she now has an exhaust scrubber fitted in an enlarged funnel housing. The 21,413 teu vessel was built in 2017 by Samsung, Geoje, South Korea. She sailed for Gdansk on 29th May.
(Photos by Mick Warrick)





Passing under the Orwell Bridge as she arrives at Ipswich on 28th May is “**Fast Sam**”. She has come from Bornem in Belgium which is a few kilometres south of Antwerp. Owned by Fast Group which is owned by the Scheers family and was founded in 1991, the ship itself was completed in January 1994 by Barkmeijer, Stroobos as “**Sprinter**” for Saligot Shipping, Limassol, with Fekkes Cargodoorkantoor, Rotterdam as managers. In 1999 she was renamed “**Fast Sam**” for charter to Fast Group and in 2005 owners became De Vrij, Puttershoek. In 2017 owners became Fast Lines, Belgium with management from Poland. *(Photo by Graham Dines)*



Outbound in the River Orwell for Ghent on 28th May is “**Wilson Jupiter**” she had arrived from Antwerp on the previous day. Owned by Reederei M. Lauterjung, built or completed by Scheepwerf Bijlsma, Wartena in 2021. The hull probably came from Nova Melnik, Lodenice. *(Photo by Martin Klingsick)* (27)

Brightlingsea Shipping



Brightlingsea Harbour's utility launch/pilot cutter **"Dracula"** seen here on duty leading **"Eems Sprinter"** into Brightlingsea Creek on 5th May. She is due to be replaced by a new vessel in June. She was built in 1993 and operated out of Dover until acquired by Brightlingsea Harbour in 2001. She was marked as sold on 20th May and we await her replacement which is on order from Seaward Boats, Isle of Wight. (Photos by Derek Sands)





Having loaded her cargo of bagged cement in Portugal at Figueira da Foz **"Eems Sprinter"** arrives on 5th May. As is usual she was unloaded between tides and was able to sail for Ghent on the next one on 6th May. She has since visited Boston, Middlesborough and Shoreham. Completed in June 2007 by Vietnamese Shipyard, Hong Ha, Haiphong as **"Christiaan"** she was soon sold and renamed in the same year. (Photos by Derek Sands)

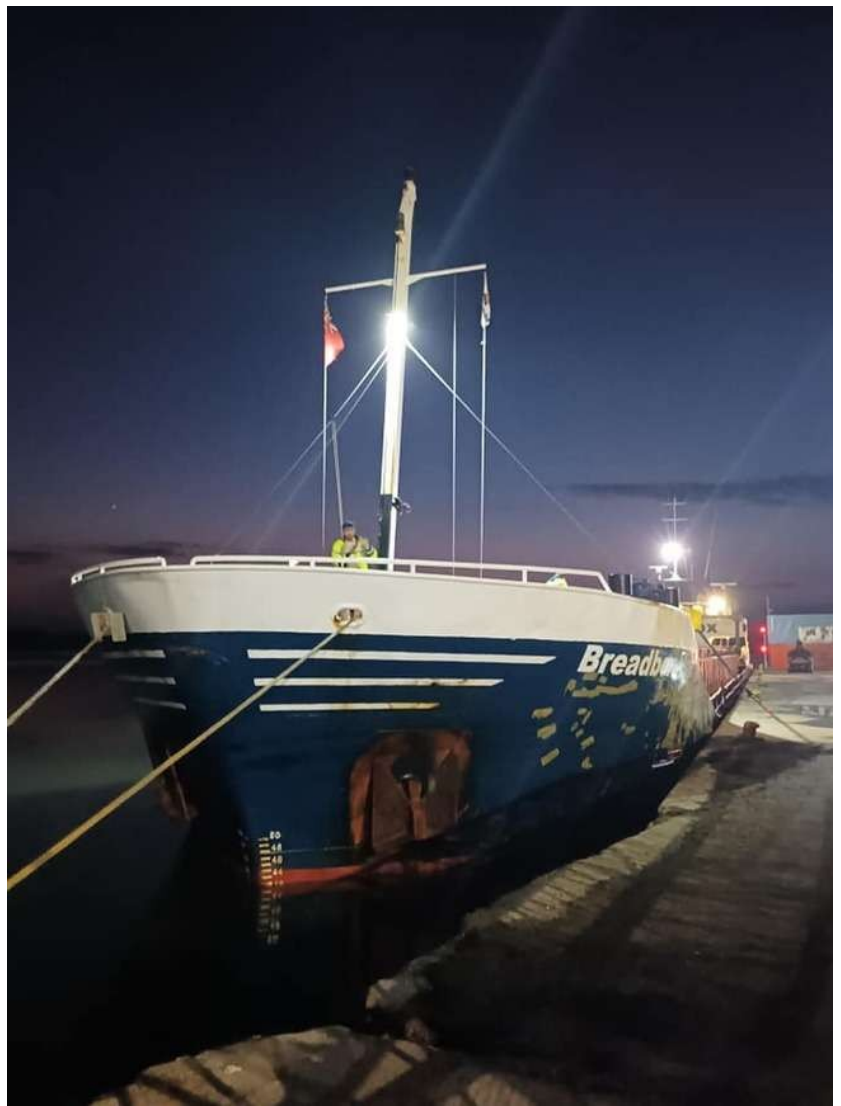


Mistley Shipping



Regular caller **“RMS Laar”** on her latest arrival with bricks from Aalst on 5th May. Completed in June 1985 by Hugo Peters, Wewelsfleth as **“Georg Luhrs”**. She gained her present name in 2003. She sailed in ballast to Rotterdam on 8th May.
(Photo by Steve Cone)

Just arrived from Aviles on 6th May with ingots is first time caller **“Breadbox Viper”**. Built for Kok CV of the Netherlands in 2000 as **“Jan Van Gent”** her hull came from Czech shipbuilder CSPL at Decin with completion by SW Peters at Kampen, Netherlands. Sold in 2005 she was renamed **“Derk”** by Doorduyn Scheepvaart, Kampen. In August 2020 she was acquired by Breadbox Shipping Lines of Schiedam and renamed. She also sailed for Rotterdam on 8th May. See below.
(Photo by Steve Cone)





Here she is rounding the Beach End outbound for Margate Roads to await her next cargo. She eventually arrived at Vlissingen on 18th May and sailed same day for Bilbao. *(Photo Derek Sands)*



Passing Wrabness on the River Stour inbound for Mistley on 15th May is “**Scot Mariner**”. She has a cargo of woodchips from Inverness and would depart for the same port on 17th May. Completed for Scot Line to the Tille Trader 3300 design in September 2009 by Tille Shipyard, Kootsertille, Netherlands. *(Photo by Derek Sands)*



Fully discharged and preparing to sail on 17th May from Mistley Quay. (Photo by Steve Cone)

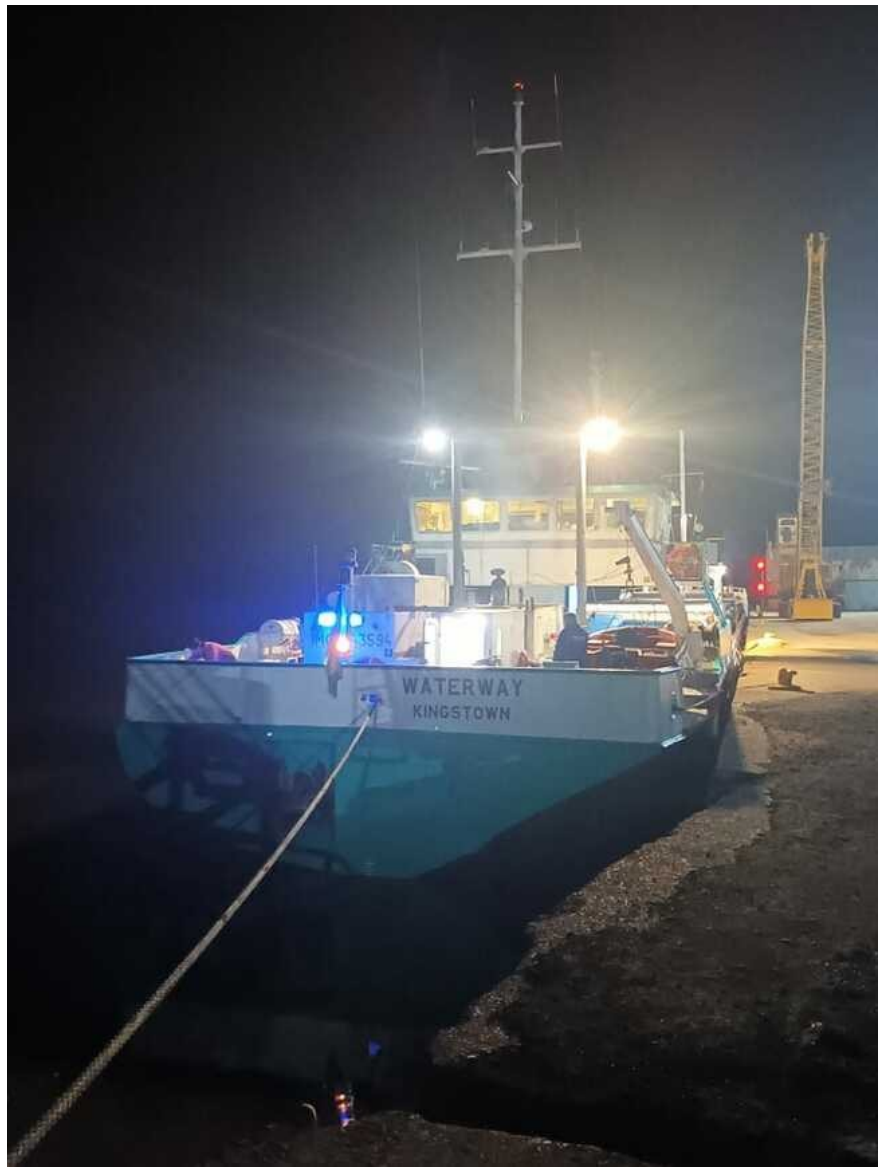


Passing Ha'penny Pier Harwich inbound for Mistley on 18th May is **"Waterway"**. This may have been her first visit to Mistley, she has come in ballast from Rotterdam to load malt for Buckie on the Moray Firth. Launched in May 1996 by the Polish Shipyard, Plocka, based in Plock, she was completed in the October by Schloemer, Oldersum as **"Alissa"** for De Haan of Staveren. Owners became Flinter BV in 2006 without a change of name. She moved to Waterway Shipping of Kingstown, St. Vincent two years later. This company being controlled by Baltnautic of Klaipeda. (Photo by Derek Sands)



Going astern and coming alongside the quay at Mistley after turning in the river.
(Photo by Steve Cone)

Preparing to leave just after midnight she sailed at 00.43 on the 20th May for Scotland with the malt cargo bound for Speyside distilleries. (Photo by Steve Cone)





Regular caller **“RMS Cuxhaven”** coming stern first to the berth on 22nd May, with another load of bricks from Aalst. *(Photo Steve Cone)*

Long Serving Timber Ship



Unloading timber from Karlshamn at Eagle Quay, Ipswich wet dock on 17th May, “Suntis” has been bringing timber to Anglo Norden’s berth in Ipswich for a number of years. She was launched in June 1985 and completed in the following month for Warnecke Schifffahrts by Hugo Peters, Wewelsfleth.



Having finished cargo operations she moves away from the berth and goes astern through the lock as there is no longer enough room to turn the ship around in the wet dock. Proudly displaying the German flag instead of some flag of convenience, she is registered in the town of Itzehoe which is on the River Stör a navigable tributary of the Elbe. The town is the capital of the Steinburg district in the state of Schleswig-Holstein, Northern Germany.



(All photos by Mick Warrick)

Dredging



Starting on around 2nd May **“Panda”** again arrived to do some plough dredging for approximately four weeks. This handy utility vessel was built in Poland by the Safe Shipyard, Gdynia in 2017. She is owned by MC Yogi BV of Zwijndrecht. (Photo by Mick Warrick)



Scheduled to return for further channel deepening operations on the 16th May, **“Rotterdam”** is seen two days earlier off Felixstowe. She has recently returned to Rotterdam but is expected back to continue her work. She is disposing dredged material at the Inner Gabbard site. Owned by Van Oord she was built in the Netherlands and is an impressive 38,000 dwt. Having been launched by Van der Giessen-de Noord, Krimpne in December 2000, she was completed by IHC Holland Dredgers at Kinderdijk. (Photo by Mick Warrick)



Having finished her work in the harbour and the approach channel, “**Goliath**” under tow from “**Buzzard**” sets off for Rotterdam on 6th May. *(Photo by Dean Cable)*

Restitution Work to Trinity Number Six Berth

After the paving collapse which caused a large sink hole, work will commence on 26th May with divers working in the vicinity initially for 10 days. Hopefully we will find out what measures and repair works take place in time. This is likely to be a long process.

Her Majesty The Queen’s Platinum Jubilee

25 May 2022

The 4th of June 2022 marks the 70th anniversary of the accession to the throne of Queen Elizabeth II.

Harwich Haven Authority in support of an initiative proposed by the UK Chamber of Shipping hereby give notice of a coordinated ‘Ships salute’ at 12 noon on Saturday 4th of June 2022. It is requested that Merchant, Naval and leisure vessels alike take part as a synchronized salute from their horn.

(Copied from a Notice to Mariners issued by Harwich Haven Authority)

Blast From The Past



Passing the Hook of Holland inbound is veteran coaster **“Spithead Trader”** on 7th August 1976. Built by J. Pollock and Sons Ltd., Faversham as **“Empire Crag”** for the Ministry of War Transport, 332 Gte and 136 ft long by 25.2 ft wide with a top speed of 8 knots. In 1946 she was sold to Springwell Shipping, London and renamed **“Springcrag”**. Eight years later she changed hands again when acquired by Walford Lines, London and renamed **“Walcrag”**. J.J. Prior Transport of London bought her in 1962 and she became **“Colne Trader”** no doubt frequenting the Colne loading sand and gravel at Prior’s Fingringhoe berths. In 1976 she was sold to G.C. Yell of London and renamed **“Spithead Trader”**. (Photo by the late Malcolm Cornes)



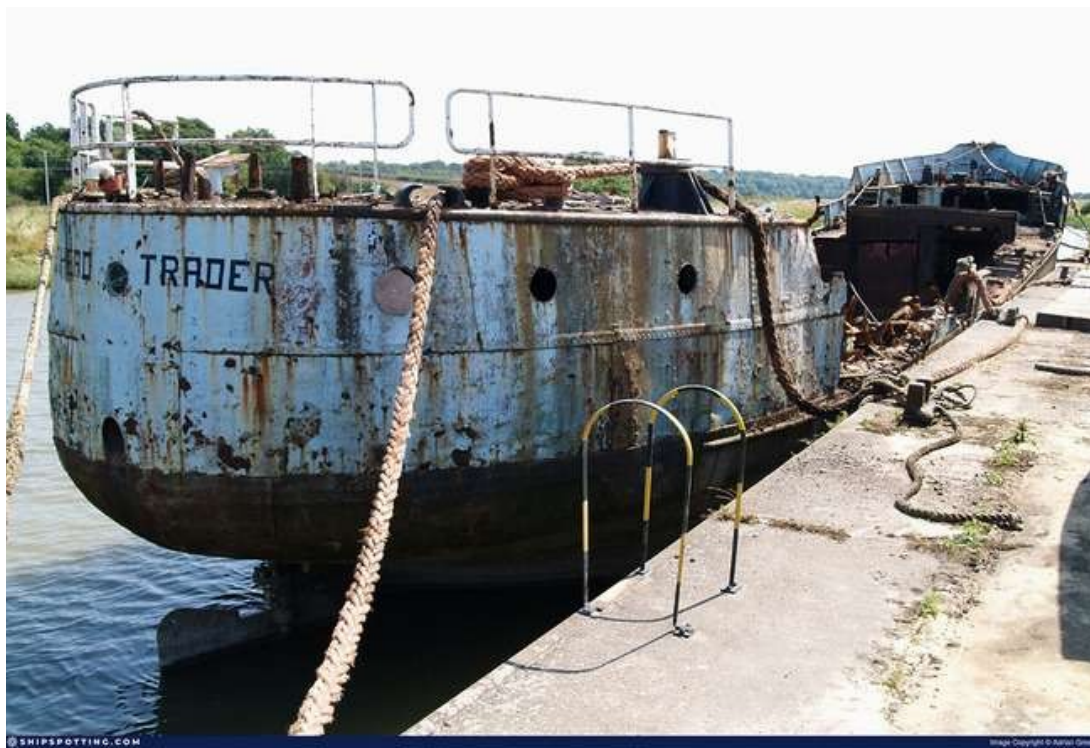
Obviously not working in general cargo trades and designated as a crane ship she is seen passing Tilbury on 22nd July 1986. (Photo by Robert J. Smith)



Alongside Ipswich shipyard on 23rd of August 1996, with a different crane fitted. (Photo by Robert J. Smith)



Laying derelict at Colchester 14th June 2006. (Photo by Derek Sands)



She finally meets her end being broken up at King Edward Quay, Colchester in August 2007. (Photo by Adrian Phillippo-Green)



About to pick up her tugs as she approaches Felixstowe on 31st August 1997 is **“MSC Pamela”**. Completed in May 1972 as **“Kitano Maru”** by Nippon Kokan, Tsurumi, Japan, for compatriot company Nippon Yusen KK. Steam turbine powered with twin screws and capable of 26 knots. NYK placed her under the Panama flag and renamed her **“Oceanus Tokyo”** in 1988 and in 1993 she had the name **“Neptune Aventurine”** presumably for a charter to Neptune Orient Lines of Singapore. The following year she again was named **“Oceanus Tokyo”** and then sold to Greek owners in the same year and a charter to Zim Israel as **“Zim Jamaica”**. Her Greek owners chartered her to MSC in 1996 as **“MSC Pamela”** and eventually she made her way to Alang breakers in March 2003 after a long and useful life.

(Photo by Derek Sands, with thanks to tug Skipper Alan “Oogy” Jackson)

Below she can be seen in her original livery for NYK as **“Kitano Maru”** passing the Hook of Holland in 1983.



(Photo by Derek Sands)

(40)



“Gulf Sky” passing the Hook of Holland outbound on 3rd August 1973. Well known for her many visits to Ipswich for Gulf Maritime, based in Ipswich. Completed in November 1958 for Associated Humber Lines as **“Darlington”** by James Lamont & Co., Port Glasgow. Sold in 1971 to Gulf Maritime (Ahmed Askari) and renamed as above under the Cypriot flag and registered at Famagusta. In 1977 she was renamed **“Abadan”** and registered in Limassol. Name was changed again later in 1977 to **“Petros P.”** The company name being Mehr Ltd. for both changes. The following year she hoisted the Greek flag as **“Ekaterini P.”**. April 20th 1980 she developed a list after her cargo shifted, when en route from Rouen to Lattakia, Syria. She was taken to Brest where she was laid, abandoned and vandalised. On January 26th 1982 she was scuttled by the French Navy in position 47.19N/5.26W 85 miles south west of Brest in the Bay of Biscay.

(Photo by the late Malcolm Cornes)



Effluent tanker “*Scammoden II*” at Colchester 20th September 1980.

Built 1962, by Pesaro CN, Pesaro , Italy (Yard # 3) as ROSELLA A.R.A.
 GRT : 497 / DWT : 813
 Overall Length : 56.1 metres x Beam 9.2 metres.
 Machinery : Single Screw driven by a MWM (Motornw Mannheim AG) - 4 stroke single acting 8 cylinder oil engine
 Speed : 11.0 knots

History

POR = Port of Registry

- 1962: ROSELLA A.R.A. : Accomandita Ravennate Armamento di Achille Andreani : POR Ravenna
- 1974: ROSELLA A.R.A. : Angelo di Gerolamo: POR Ravenna
- 1977: SCAMMODEN II : Effluent Services Ltd : POR Liverpool
- 1987: STRONGHAND : Exnor Graggs Ltd : POR Liverpool
- 1992: STRONGHAND : Morlap Nigeria Ltd POR Lagos

- 1999: 29 April : Lost when the chemical tanker loaded with 790 tons of diesel oil ran aground off Madangho in the Escravos River during a conflict. Vessel was on route from Warri for Apapa. Crew were taken hostage and subsequently released. The vessel was vandalised. (*Photos and information by Tim Webb*)





Libyan freighter **“Ebn Hawkel”** passing Felixstowe when outbound from Ipswich, 7th September 1982. Completed in December 1981 by Neptun VEB, Rostock for Libya’s national line. She capsized and sank 210 nautical miles east of Algiers on 4th April 2002 when on a voyage from Casablanca to Tripoli with a cargo of flour. 25 crew were lost. (*Photo by Derek Sands*)

Newsletter compiled by Derek Sands and edited by Neil Davidson.

With thanks to David Hazell for his many contributions.

Also thanks to the following: The late Malcolm Cornes, Tim Webb, Geoff Cone, Steve Cone, Mick Warrick, Mick Marshall, Robert J. Smith, Adrian Phillippo-Green, Graham Dines, Martin Klingsick and Jim Griffiths (Uniconnection Shipping) apologies if I have missed anyone.

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

Any mistakes or inaccuracies are unintended.

Submissions of any material to Derek Sands by email please dereksands54@gmail.com