



*(Photo by Derek Sands)*

**May's branch meeting will be at the Seafarers Centre.**

**Mick Warrick will be showing images from Singapore.**

## Recent Callers



**“Warnow Master”** arriving at Felixstowe from Antwerp on 2<sup>nd</sup> April, a product of Chinese shipyard Zhengjiang Ouhua, Zhoushan and completed in August 2009. She has retained her name so far throughout her career for German owners. This is believed to be her first call at Felixstowe. *(Photo by Derek Sands)*



Here she is departing two days later for Ashdod via Rotterdam, mainly Zim Line boxes on board. She anchored off the congested port of Haifa on 17<sup>th</sup> April but did not berth until the 26<sup>th</sup>. *(Photo contributed)*



Arriving at Ipswich on 4<sup>th</sup> April from Belfast is **“Dinteldijk”**. Completed in December 2007 by Chowgule, Goa as one of a series, she is in the fleet of Vertom, Rotterdam according to their website but also shows in the fleet list of Shipping Company Groningen, a management company. Having discharged what was probably a stone cargo she sailed to Vlissingen on the 6<sup>th</sup> April. *(Photo contributed)*



Discharging at Cliff Quay, Ipswich on 4<sup>th</sup> April is Marshall Islands registered **“Navin Kestrel”**. She had arrived the previous day for her first call with fertiliser from Damietta (Dumyat), Egypt. Built in China in 2006 by Taizhou Tenglong for Valletta Holding Corp and registered under the flag of Tuvalu as **“Master K”**, she was sold in 2011 to Turkish owners and renamed as above. She sailed for Immingham on the 5<sup>th</sup> April. *(Photo contributed)*





Spanish cement carrier “**Encofrador**” approaches the Orwell Bridge as she arrives in Ipswich from Gijon on 7<sup>th</sup> April. This is believed to be her second visit to the port of Ipswich. She was built in 1982 by Maritima del Musel, Gijon for Tudela Veguin and managed by Ership a company with a long association with Ipswich through its many bulk carrier calls in the 1990s. *(Photo contributed)*

She left the following day for Gijon and can be seen below negotiating the Beach End turn in the dredged channel. *(Photo by Derek Sands)*





Wearing the colours of H. Schuldt and managed by V Ships Hamburg, **“Northern Justice”** is chartered to MSC. Seen arriving at Felixstowe on 8<sup>th</sup> April. *(Photo by Derek Sands)*

Turning to berth in the view below the 94,419 GT vessel was built in South Korea by Daewoo, Okpo and completed in March 2010. In 2012 she was chartered as **“Alianca Charrua”** but regained her first name in the following year. *(Photo contributed)*







Loading what is probably barley at the Old Power Station berth, Ipswich on the 8<sup>th</sup> of April, **“Valentina”** had arrived in ballast from Vlaardingen earlier in the day. Launched in June 2000 by Damen, Galati she was completed by Danen, Hoogezand, Foxhol in November as **“Nicola”**. Registered under a one ship company controlled by Intersee, she was acquired by Hermann Lohmann in 2015 and renamed as above, moving to Turkish owners in 2019 without a change of name. On 11<sup>th</sup> April she departed for Drogheda. The stern view below shows her current port of registry. *(Photos contributed)*





Having arrived the previous day from Antwerp for her first call at Felixstowe “**CMA CGM Neva**” departs on 9<sup>th</sup> April for Lisbon. Having called there for a day her next port was Beirut where she arrived on 22<sup>nd</sup> April and as this is written her next port would be Piraeus. Completed in May 2018 by China’s Jinhai Heavy Industries, Daishan County, she is just short of 30,000 GT. *(Photo contributed)*



Berthed at Orwell Quay, Ipswich is the Dutch navy minehunter “**HNLMS Makkum**”. Launched in September 1984 and commissioned in May the following year, she is one of fifteen of the series built by Van der Giessen-de-Noord, Alblasterdam, only six of which remain with the Dutch navy, two having been sold Bulgaria, five to Latvia and others decommissioned *(Photo contributed)*





**“MSC Everest”** arriving at Felixstowe on 10<sup>th</sup> April. Launched as **“Conti Everest”** she was completed in July 2004 by Hyundai, Ulsan as **“CMA CGM Hugo”**. She reverted to her launch name in 2016 at the end of her charter. For her charter to MSC beginning in January 2022 she was renamed **“MSC Everest”**, but appears to still be German owned, and registered in Monrovia, Liberia. This was her first call at Felixstowe. *(Photos contributed)*







Arriving from Suez at Felixstowe on 13<sup>th</sup> April is MSC charter **“Navarino”**. Owned in Greece by Costamare her charter extends to at least January 2025. Completed in May 2010 as **“MSC Navarino”** by Hudong-Zhonghua, Shanghai, the following year she was chartered by Hyundai as **“Hyundai Navarino”** but this only lasted a few months as she gained her present name in 2012. Sailing for Rotterdam, Gdynia and Klaipeda on the 14<sup>th</sup> April, she is heading for Antwerp as this is written. *(Photo contributed)*

A stern view as she heads towards her berth on Trinity Terminal. *(Photo contributed)*



Swinging with tug assistance before being towed stern first to her berth. This was believed to be her first call at Felixstowe. *(Photo by Derek Sands)*



Berthed in Shotley Marina is Brixham registered “**Captain P**”, owned by Offshore Turbine Services who are based there. Described as a multi-purpose workboat she was built by Ctruk, Colchester in 2012. She was named and blessed at Brightlingsea. *(Photo contributed)*



BG Freight’s chartered “**JSP Rover**” at Trinity terminal, Felixstowe on 14<sup>th</sup> April. Having arrived from Southampton she would head for Teesport next. Owned and managed by Jebsen Shipping Partners GMBH of Jork, based on the lower Elbe, she was launched as “**Samskip Explorer**” by Damen, Galati and completed by Damen Hoogezand, Foxhol in August 2006. In 2011 she became “**Jork Rover**” and in 2016 gained her current name. *(Photo contributed)*





Nearing the end of her voyage from Antwerp is **“Waterway”** as she arrives at Ipswich on 14<sup>th</sup> April. Launched in May 1996 by the Plocka shipyard, Poland, she was completed in Germany by Schloemer, Oldersum in October as **“Alissa”** for Scheepvaartbedrijf de Haan of Staveren, Netherlands. In 2006 ownership remained in the Netherlands when she moved to Flintertrader BV. In 2008 she was sold to Waterway Shipping of Kingstown, St. Vincent and Grenadines and renamed as above. She is managed from Klaipeda by Baltnautic Shipping. She departed for Barking on 19<sup>th</sup> April. *(Photos contributed)*





Having arrived from Le Havre the previous day, **“Seamax Fairfield”** is seen at Trinity Terminal, Felixstowe on 14<sup>th</sup> April. She would sail for Antwerp the following day, next calling at Rotterdam and then heading for the Italian port of Gioia Tauro. Completed in 2006 by Hyundai, Ulsan for immediate charter to Yang Ming Line as **“YM Unison”** until 2020, now chartered by MSC she is owned in the USA but flagged in the Marshall Islands. *(Photo contributed)*

Seen below in her previous guise as **“YM Unison”** arriving at Felixstowe on 15<sup>th</sup> August 2009. *(Photo by Derek Sands)*







Zim Israel charter “**Kota Lagu**” arrives at Felixstowe from Valencia on 16<sup>th</sup> April. Owned by Pacific International Lines of Singapore, she was built in China by Dalian Shipbuilders 2006. The 4250 teu vessel has kept her launch name throughout her career so far and she would depart for Rotterdam on 17<sup>th</sup> April.  
*(Both photos contributed)*





Looking huge under the cranes at Trinity seven berth Felixstowe when seen on 16<sup>th</sup> April is **“MSC Diletta”**. Having arrived from Antwerp the previous day she would not sail for Tanger Med, Morocco until 18<sup>th</sup> of April as pictured below. Only completed in July 2021 by Daewoo, Okpo she is 228,786 GT and has a maximum capacity of 23,964 teu. At 400 metres long she is impressive indeed. *(Photo by Derek Sands)*



*(Photo contributed)*





Completed in April 2009 by the Israel Shipyard, Haifa, **“Jeanet”** arrives at Ipswich from Belfast on 17<sup>th</sup> April. Initially named **“Imina”** for P&B Schiffahrts of Emden (Gibraltar Flag), in 2015 she became **“Mandragas”** for Lappan Shipping of Brunsbüttel (German Flag) and more recently **“Jeanet”** in 2021 for Dutch company Vertom but flying the Luxembourg flag. She would make the short voyage to Harwich, Parkeston Quay on the 20<sup>th</sup> to load grain. (Photo by Derek Sands)



**“Alvanith”** making her first visit to Ipswich on 17<sup>th</sup> April, since her completion in May 2021 by Turkish shipyard, Istanbul Tersanilik. Owned by Alvanite Shipping and managed by Unibaltic of Cyprus, she had come from Gdynia with liquid urea and would sail in ballast to Rotterdam the following day. (Photo by Derek Sands)



On charter to Maersk Line from her owners Global Ship Lease is **“GSL Kalliope”** sailing on 18<sup>th</sup> April for Bremerhaven. She had arrived at Felixstowe from Algiers. Her charter began in last quarter of 2021 and does not expire until third quarter of 2023 with Maersk holding an option into the first quarter of 2025 at \$14,500 per day. Launched as **“E.R. Seattle”** by Hyundai, Ulsan in 2004 she was completed as **“Cosco Seattle”** for charter to COSCO. In 2013 charterers became MSC and the name prefix was changed to MSC. In 2018 she returned to her owners E.R. Schiffarhts as **“E.R. Santa Barbara”** and when acquired by GSL she gained her current name. *(Photo contributed)*



Cosco have chartered **“Delphis Finland”** seen here departing Felixstowe on 18<sup>th</sup> April. She had arrived the previous day from Salerno. Completed in November 2016 by Hanjin Heavy Industries, Busan for a division of Belgian company Bocimar. *(Photo contributed)*





Passing Felixstowe inbound for her second recent visit to Parkeston Tanker Jetty is **“ATA Ocean”** on 18<sup>th</sup> April. She had come from Rotterdam and would depart for Sluiskil the following day. Built in 2010 by Turkish shipyard Umo, KD-Ergli as **“Kormel”** for compatriot owner Birlesik Denizcilik. Acquired by Dutch company Lauranne Shipping BV of Sas van Gent in 2012 and renamed **“LS Evanne”**. She has now returned to Turkish owners Anka Shipping, Istanbul, although she flies the flag of Malta. *(Photo contributed)*

Below she is seen from a high vantage point as she passes Harwich’s Ha’penny Pier, with someone videoing her as she heads up the River Stour. *(Photo by Alex Dace)*





Passing Felixstowe inbound for Ipswich from Belfast is **“Maria Elise”** on 18<sup>th</sup> April. Launched for German owners in October 2009 by Jiangsu Changbo Shipyard, Jingjiang, China she was completed in the Netherlands by Volharding, Foxhol. On 21<sup>st</sup> April she left Ipswich for Rouen. *(Photo contributed)*



Seen at Cliff Quay, Ipswich on 19<sup>th</sup> April having arrived from Rotterdam four days previously **“Marjatta”** would not depart until 26<sup>th</sup> April bound for Lubeck. Launched by Marine Projects, Gdansk in April 2006 completion took place at Hoogezand, Netherlands by Bodewes. Owned by the Dutch company Flinter she was originally **“Flinterbirka”**. During liquidation of the company she was sold to Lithuanian interests, registered under the Cypriot flag and renamed **“Marjatta”** in 2017. *(Photo contributed)*





Berthed behind the dredger **“UKD Orca”** which was laying by, is the tanker **“Amaranth”** at the Van Ommeren berth, Ipswich, on 19<sup>th</sup> April. Arriving the previous day from Gydnia she would leave later on the 19<sup>th</sup> for the Steenbank pilot station and would eventually arrive Rotterdam on 22<sup>nd</sup> April. In the fleet of Unibaltic, Cyprus she was built by the Istanbul Shipyard, Tuzla in 2008 as **“Nafto Tank 1”** and renamed a year later as **“Defne-S.”** when still Turkish owned. This changed in 2019 when she came under the control of Unibaltic as **“Amaranth”**. *(Photo contributed)*



After a six day stay in Ipswich **“Rheintal”** sets off for Rouen on 20<sup>th</sup> April, she had arrived in ballast from Erith. A recognisable product of Slovenske Lodenice, Komarno, Slovakia, being completed for Erwin Strahlmann as **“Ohlau”** in 2007. When Strahlmann’s company ran into financial problems she was sold to HS Bereederungs (Schepers) in 2021 and renamed. *(Photo contributed)*



Having passed under the Orwell Bridge “**Rheintal**” heads downstream for the Seine, France.  
(Photo contributed)



Unifeeder’s “**Meandi**” arrives at Felixstowe from Rotterdam on 22<sup>nd</sup> April, keeping to her schedule she left for Teesport the following day. Launched by Damen, Galati in 2006 and completed later in the year by Damen Hoogezand, Foxhol. Owned by J. Kahrs and named “**Skirner**” initially, she moved to a single ship company managed by Ernst Russ as “**Meandi**” in 2016 (Photo contributed)





Having arrived in ballast at Ipswich's Old Power Station berth on the previous day from Groveport, "**Wilson Omega**" has finished loading on 22<sup>nd</sup> April. She is also a product of Slovenske Lodenice, completed in January 1997. Launched as "**Andromeda**" she made her first sailing chartered to RMS as "**RMS Andromeda**". In 2004 she was chartered by Hav Bulk as "**Hav Andromeda**" at charters end in 2006 she was renamed "**Andromeda**" again. The following year Vaagebulk of Norway acquired her as "**Nina**" under the Bahamas flag. She swapped her flag for that of Barbados when Wilson Shipowning bought her in 2019. Below she is seen outbound on the Orwell later on 22<sup>nd</sup> April, heading for the port of Akureyri on the north coast of Iceland.  
(Both photos contributed)





Loading at Ipswich grain terminal on 23<sup>rd</sup> April and still recognisable as a former Arklow vessel is **“Astrid Erika”**. Now owned in Norway by Arundo A/S and acquired by them in December 2021. Built as **“Arklow Rebel”** in 2005 by Barkmeijer, Stroobos, one of a series of twelve. She had arrived from Rouen on 22<sup>nd</sup> April and can be seen below departing on the 26<sup>th</sup> for Aarhus. *(Both photos contributed)*







Working cargo at Trinity Terminal, Felixstowe on 23<sup>rd</sup> of April is **“Bach”**. On charter to Zim, Israel she had arrived from Valencia and would later depart for Rotterdam. Completed in September 2009 as **“Gustav Schulte”** for Bernard Schulte by Shanghai and Chegxi shipbuilding. Renamed **“Circular Quay”** in 2014 ownership was still probably Schulte. In 2019 she changed to **“Bach”** under the management of Borealis of London, who have several other ships named after composers. She flies the Liberian flag and this was her first visit to Felixstowe. (Photo by Derek Sands)



**“MSC Sasha”** at Trinity seven berth, Felixstowe on 23<sup>rd</sup> April, she had arrived the previous day and would depart later for Rotterdam. Completed in July 2016 by Shanghai Jiangnan Changxing Heavy Industries, she is 300 metres long and a capacity of 9,400 teu. Registered in Madeira and flying the Portuguese flag. (Photo contributed)



Discharging her cargo of sea dredged aggregate at the Old Power Station berth, Ipswich on 24<sup>th</sup> April is “**Cemex Go Innovation**” making her first visit. Her owners Cemex Marine of Southampton have registered her in the Isle of Man, with Douglas as her home port. Completed in the last month of 2020 by Damen, Mangalia, Romania. *(Photo contributed)*

Below she can be seen leaving the River Orwell outbound the same evening, in the very last of the day’s light. *(Photo by Derek Sands)*







Alongside the 500ft berth at Cliff Quay Ipswich on 24<sup>th</sup> April, the 12,760 dwt “**Sinaa**” makes an impressive sight having fully discharged her rice cargo with which she arrived from New Orleans on 20<sup>th</sup> April. After a couple of “false starts” she eventually left for Amsterdam very early on 25<sup>th</sup> as seen below. She emerges from the Orwell into superb light for photography. She had been to Ipswich under her previous name of “**Egelantiersgracht**” on more than one occasion. Built in 1994 by Van der Giessen-de Noord, Krimpen for Spliethoff of Amsterdam, she was renamed in 2019 and owners are based at Montreal in Canada, but its obvious that Spliethoff are still involved. *(Both photos contributed)*





**“Arklow Cape”** assisted by **“Gray Salvor”** berthing at Cliff Quay, Ipswich on 24<sup>th</sup> April. She had come from Bilbao with cement, a regular cargo for the Arklow company. She would depart for Londonderry three days later which suggests an export grain cargo. The second in a series of ten open hatch ships being constructed by Ferus Smit, Westerbroek she was completed in 2016. *(Photo contributed)*



Passing Felixstowe bound for Ipswich on 25<sup>th</sup> April, the 16,800 dwt **“Peace”** has come from Hull with a part cargo of fertiliser loaded in Derince, Turkey. After a quick discharge of the remainder of her cargo she left for La Pallice next day. *(Photo contributed)*





About to pass under the Orwell Bridge as she arrives at Ipswich, at 152 metres she is a large ship for the port. Built in Turkey by Gisan Gemi, Tuzla in 2012 and originally flagged in Liberia she changed to Bulgaria in 2014 although her ownership has always been in Bulgaria. *(Both photos by Derek Sands)*





Having just left Parkeston Quay with a full cargo of grain is **“Jeanet”** heading from Rotterdam on 26<sup>th</sup> April as she passes Harwich outbound. She would return again and is currently awaiting a berth at Parkeston Quay and is waiting at the Cork Anchorage as this is written. (Photo by Derek Sands)



The rather quaintly named **“Fayston Farms”** is assisted away by one tug from number nine berth, Felixstowe on 26<sup>th</sup> April. She is running for Maersk and had arrived from Wilhelmshaven the previous day. Her next port would be Rotterdam then Wilhelmshaven followed by Rotterdam again. Her current owner is the same as the ship’s name and she is managed from Cyprus by Columbia Ship Management. Ownership is difficult to trace but appears to have always been German. Built at Kiel by HDW-Gaarden in 2006 as **“Rio Adour”** she was chartered to CMA CGM as **“CMA CGM Iguacu”** from 2006 until 2014 when she regained her first name for a short period until renamed **“Virginia Trader”** in 2014. Her current name was bestowed in January 2022. (Photo contributed)





Seen at Cliff Quay, Ipswich on 26<sup>th</sup> April, **“Feed Stavanger”** had arrived from Fredrikstad earlier in the day. Launched as **“Unitas H”** for Hinsch Schiffahrts by Bodewes Volharding, Foxhol in August 1997, she was completed as **“Geestborg”** in October. In 2001 she reverted to her launch name and two years later became **“Bremer Unitas”**. She remained in ownership of Hinsch during all these changes but flew various flags. In 2008 she was sold to Halten A/S of Trondheim, Norway but is registered in St Johns, Antigua.  
(Photo contributed)



By 29<sup>th</sup> April she had moved to the Old Power Station berth to load for Forus, near Bergen in Norway. (Photo contributed)

Here she is outbound in the mouth of the River Orwell on 30<sup>th</sup> April (Photo by Derek Sands)





**“Fluvius Tavy”** basks in the sunshine on 26<sup>th</sup> April having discharged her cargo at Cliff Quay, Ipswich. She had arrived on the 24<sup>th</sup> from Amsterdam and would depart for Rotterdam on the 27<sup>th</sup>. Launched in December 2008 by the Partner Shipyard, Police, Poland, she was completed as **“Abis Antwerpen”** by Shipkits, Groningen in August 2009. When Abis got into financial difficulty she was bought by Amasus of Delfzijl and renamed in 2017. *(Photo contributed)*



**“Peace”**, seen earlier in the newsletter as she arrived now fully discharged and sailing for La Pallice on 26<sup>th</sup> April. *(Photo contributed)*



Finnish heavy load carrier  
**“Meri”** departs Ipswich for  
 Bordeaux on 27<sup>th</sup> April. She had  
 arrived from Immingham the  
 previous day to discharge two  
 Mantsinen ship unloaders at Cliff  
 Quay. The equipment was built in  
 eastern Finland and she still has  
 one on board for the French port.  
 Built in 2012 by STX Finland,  
 Rauma she was originally named  
**“Aura II”** for owners Gaïamare,  
 but they changed her name to the  
 current one after a few months.  
*(Photos contributed)*



Here she is passing Woolverstone and in the lower  
 reaches of the River Orwell. *(Photos by Alex Dace)*





Having left the port of Tilbury earlier in the day **“Arklow Clan”** passes Felixstowe in the afternoon of 28<sup>th</sup> April, bound for Parkeston Quay to load grain for Antwerp. The fourth one in a series of ten building for Arklow she was completed in 2017 by Ferus Smit, Westerbroek. *(Photo contributed)*



Passing Harwich outbound for Antwerp on 1<sup>st</sup> May. She was replaced on the berth by the returning **“Jeanet”** which had been waiting at the Cork anchorage. *(Photo by Derek Sands)*





Departing Felixstowe for Klaipeda on 28<sup>th</sup> April is Unifeeder's "**Vera Rambow**", she had arrived from Bremerhaven the previous day. A type 178 built by Sietas at Neuenfelde in 2008 for Rambow Reederei. (Photo contributed)



Arriving at Felixstowe from Kotka in Finland on 30<sup>th</sup> April is another vessel running for Unifeeder the "**Skalar**". Now registered as being owned by Rambow Reederei, this may have always been the case like so many ships now whose ownership is difficult to trace with internet resources. She started life as "**Conmar Bay**" when completed in June 2012 by Chinese Shipyard, Jiangdong, Wuhu. Changing to "**Samskip Estrela**" in 2019 but was "**Conmar Bay**" again a year later. In 2021 she gained her current name. (Photo contributed)



Looking very much different from the last time she called at Felixstowe **“MSC Antigua”** arrives from Port Everglades on 29<sup>th</sup> April. This is probably a diversion from Liverpool or London Gateway. Now having a twin funnel configuration which no doubt houses a scrubber and looks to have been fitted in 2020. Built in 2013 by Hyundai Samho for the Schulte Group she has retained her name throughout her career so far.  
*(Photos contributed)*



## Brightlingsea Shipping



Entering Brightlingsea Creek on 4<sup>th</sup> April following the pilot boat/harbour launch “*Dracula*”, “*Eems Solar*” has a cargo of bagged cement. Loading a part cargo at Setubal due to a problem with the plant, she “topped off” with more loaded at Figueira da Foz. Built to the Tille Trader 3300 design by 1-89 Enterprise Shipyard at Haiphong in 2010. Originally of 1,862 GT and 87.3 metres long, she had a 12 metre section inserted by Kherson Shipyard in March 2021 and is 2,153 GT and two hold configuration now. Three of her sisters were similarly lengthened. She sailed for Rotterdam next day after the usual quick discharge at Olivers Wharf.



*(Photos by Derek Sands)*





Loading scrap at Olivers Wharf on 6<sup>th</sup> April is “**Seg**” which had come from Wisbech in ballast. Originally built for Russia’s Onega-White Sea shipping in 1993 by Arminius, Bodenwerder on the Weser, she is now owned by Port of Wisbech Holdings which is based in Tallinn, Estonia and she flies the flag of St Kitts-Nevis. She has kept her name throughout her career. She sailed for Klaipeda on 8<sup>th</sup> April. *(Photo by Jim Griffiths)*



“**Eems Spirit**” approaching Olivers Wharf on 19<sup>th</sup> April at the end of a voyage from Figueira da Foz with bagged cement. Another of the Tille Trader design her builders in 2010 were Hong Ha at Haiphong, Vietnam. She was similarly lengthened at Kherson like her sister “**Eems Solar**”. She sailed in ballast for Rotterdam on the following day. *(Photo by Jim Griffiths)*





Displaying somewhat of a list “**Baltic Express**” sets off from Brightlingsea for Klaipeda with a scrap cargo. She safely transited the Kiel Canal and is currently in the Baltic and expected at Klaipeda on May 2<sup>nd</sup>. Now owned by Port of Wisbech Holdings a company based and managed from Estonia. She was renamed on acquisition in February 2022. Built in 2001 by Niestern Sander, Delfzijl for Wijnne and Barends of the same port. Originally “**Nora**” she was renamed “**Lady Nora**” in 2011 by the same owners. (Photos by Derek Sands)

## Mistley Shipping



Having come from Groveport on the Trent “**Nina 1**” arrives at Mistley just before midnight on 2<sup>nd</sup> April. She would load malt for Buckie and depart for the Scottish port on the 6<sup>th</sup> April. Completed in December 1984 as “**Vios**” for Dutch owners by Ferus Smit, Foxhol, in 1997 she changed her name to “**Vahalis**” still under the Dutch flag and also when her name changed to “**Nina**” in 2000. In 2004 her owners became Eurica Shipping of Majuro, Marshall Islands and managers Baltnautic of Klaipeda, Lithuania. They changed her name by adding a 1 and registered her in Kingstown, St Vincent and Grenadines. *(Photo by Steve Cone)*





Regular caller “**RMS Laar**” arriving with bricks from Aalst on 6<sup>th</sup> April. Built as “**Georg Luhrs**” by Hugo Peters at Wewelsfleth in 1985. She got her current name in 2003. She departed for Duisburg on the 8<sup>th</sup>. (Photo by Steve Cone)



Inbound on the River Stour for Mistley is “**Fluvius Plym**” on 18<sup>th</sup> April, after a voyage from Belfast. Having previously visited Ipswich and Brightlingsea she is a familiar sight. Built 1998 by Barkmeijer, Stroobos as “**Arklow Sand**”. In 2012 she changed name to “**BBS Sand**” on charter to Norwegian owners and two years later became “**PS Sand**” before coming under control of Amasus in 2014 and renamed as above (Photo by Derek Sands)



Coming alongside at Mistley on the 18<sup>th</sup> April. (Photo by Steve Cone)



Alongside now and hatches open ready for discharge on 19<sup>th</sup> April. (Photo contributed)





“Gray Test” arrives at Mistley on 20<sup>th</sup> April to assist “Fluvius Plym” and she is seen departing for Rotterdam, with the tug on the stern due to strong winds and spring tide.

(Photos by Steve Cone)



Passing Harwich inbound for Mistley on 24th April, “Liva Greta” had made the ballast voyage from St Sampson, Guernsey. Completed in November 1988 as “Varnebank” for Dutch owners by Ferus Smit, Foxhol, she moved to other Dutch owners based at Delfzijl in 1996 as “Elstar”. In 2008 she hoisted the Latvian flag for firstly Prakse Sia and then Liepaja Shipping and Trading being renamed as above. Sold at auction in April 2021 after arrest in Liverpool to a UK based Greek company for just \$78,000 by Kellock and Co. (Eggar Forrester) she has now been registered in Monrovia, Liberian Flag. (Photo by Alex Dace)



Coming alongside at Mistley on 24<sup>th</sup> April.  
(Photo by Steve Cone)

Well laden with malt she  
departs for Buckie on 26<sup>th</sup>  
April with tug assistance as  
no bow thruster.  
(Photo by Steve Cone)





## HMS Ganges training mast for refurbishment



(Photo credit By Oxymoron, CC BY-SA 2.0, <https://commons.wikimedia.org/w/index.php?curid=13970888>)

Sometime in May the mast will be taken down for refurbishment except the bottom 142ft which is buried 18ft in the ground. Presumably this will be painted on site being of metal, whilst the rest of the mast is wooden. The steel section came from the Corvette “**HMS Cordelia**” when it was decommissioned in 1900. The upper wooden portion came from “**HMS Agincourt**”, a Minotaur class armoured Frigate completed in 1868 by Laird at Birkenhead, which had served as training ship when HMS Ganges was at Harwich. Experts will dismantle the spars and rigging, and it is hoped all will be back in situ by June 6<sup>th</sup>. The mast has been left to deteriorate since the training establishment closed in 1976. The developers of the site will build 285 homes and other facilities on the land.

# Quay Collapse

The quayside at Felixstowe's Trinity number six berth has subsided again recently. This after much piling was undertaken over several months.

What effect recent deep dredging alongside the berth has had is questionable?



No photos as yet but it appears the quay has also collapsed at the Eastern End of Parkeston Quay under the old Liebherr crane. Ships loading grain recently are having to use berth number 1 close to the cruise terminal.



## Dredging



Caught in the act backhoe dredger **"Goliath"** deposits another bucketful of spoil into hopper barge **"Boussole"** on 7<sup>th</sup> April.



Now fully laden **"Boussole"** swings to port after leaving the dredger bound for the dumping grounds. Completed by Tianjin, Xinhe, China in August 2011 for European Dredging, this motor hopper flies the Luxembourg flag. (Photos by Derek Sands)



**“Odin”** hard at work on 8<sup>th</sup> April, near Trinity terminal.



Heading out for Moerdijk, Netherland on 16<sup>th</sup> April in tow of **“Duchess”**, **“Odin”** looks to have completed her work in the harbour. *(Both photos contributed)*





Slowly approaching **"Goliath"** on 18<sup>th</sup> April is motor split hopper **"Pieter Caland"** as her opposite number is still alongside



**"Goliath"** working hard on 18<sup>th</sup> April with motor hopper **"Boussole"** alongside.  
(Both photos contributed)



Van Oord's articulated pusher tug **"Buzzard"** working in the harbour on the dredging project on 28<sup>th</sup> February. Her main task is "netting" boulders and discharging them for disposal onto **"Goliath"** for transfer to a hopper barge. She is also assisting with moving the dredger around. Launched in 2008 by Safe Shipyard, Gdynia she was completed by Damen, Hardinxveld the following year as **"DMS Buzzard"** for Damen Marine Services. Van Oord renamed her as above when they acquired her in 2010. *(Photo contributed)*



Seen in the River Orwell undertaking the regular maintenance dredging on 22<sup>nd</sup> April is **"UKD Orca"**. Launched in December 2009, she was completed in July 2010 by Barkmeijer, Stroobos. Having finished her stint on 30<sup>th</sup> April, she left for Immingham. *(Photo contributed)*



## Blast from the past



**“Serenissima Express”** at Felixstowe 28<sup>th</sup> July 1976, completed just two months previously by Hayashikane, Shimonoseki, Japan. Her owners were Soc. Mototraghetti Mediterranea and she was registered at Messina. Owners changed to Adriatica di Nav in 1979. In 1990 she was acquired by Tirrenia di Nav and renamed **“Calabria”**. Still retaining her Italian flag she was sold to Puglia Nav of Bari in 2006 and renamed **“Italoro Two”**, they registered her in Freetown, Sierra Leone in 2011. This was the forerunner of her journey to Aliaga for breaking up in April 2011. *(Photo by the late Malcolm Cornes)*



Russian flagged **“Reutov”** passing Harwich 27<sup>th</sup> July 1977, when outbound for Rostock from Parkeston Quay. She had arrived from Alexandria with potatoes five days previously. Recognisable as a product of the Neptun VEB shipyard at Rostock who completed her in November 1975. She lasted in the Russian fleet until being broken up at Aliaga in August 2008. *(Photo by the late Malcolm Cornes)*



A busy scene in Felixstowe dock basin on 14<sup>th</sup> August 1984. **“Arktis Sea”** cargo handling with a LASH barge alongside, just two months after completion by Nordsovaerttet, Ringkobing, Denmark for compatriot company Elite-Sg I/S of Copenhagen. Remaining with the Danish flag and retaining her name her owners in 1993 were K/S Habro of Copenhagen. Six years later she hoisted the Indian flag as **“TCI Lakshmi”** for TCI Seaways of Mumbai. This lasted until 2012 when she was purchased by ITT Lines PVT. Ltd. Also of Mumbai and renamed **“ITT Jaguar”**. As this is written she is berthed in Kolkata (Calcutta). (Photo by Roger Hurcombe)



Japanese built, Turkish cargo liner **“Gazi Osman Pasa”** in Felixstowe dock basin 8<sup>th</sup> August 1985. Completed in August 1961 by Mitsubishi, Shimonoseki, she stayed with her original owners DB Deniz Nakliyatı of Istanbul all her life. Succumbing to breakers at Aliaga in July 1992 not quite making 31 years service. (Photo by Roger Hurcombe)





Seen in the River Humber in the late 1960s/early 1970s is United Towing's "**Foreman**". Built 1959 as United Towing's first diesel tug and originally with an open bridge, she came for the Cook, Welton & Gemmell Shipyard at Beverley. Sold in 1972 to C.J. King and sons, Bristol renamed "**Sea Bristolian**" and completely modernised. In 1981 sold to Mustafa Najabi & Co., Dubai and renamed "**Mansco Tug 4**". Left Vigo on 2<sup>nd</sup> October 1981 with the damaged "**Afrodite**" (3,619/67) in tow for Piraeus. She was wrecked later the same day in Pontovedra Bay, Spain. (Photo by Andrew Cudbertson)

Below she can be seen working at Avonmouth on 4<sup>th</sup> June 1974 after complete modernisation. (Photo by GWR Dave shipspotting.com)





**“Azores”** at Parkeston Quay on 14<sup>th</sup> August 2014. Very much a survivor in her many incarnations since her completion as **“Stockholm”** in 1948 by Gotaverken, Gothenburg. She is currently laid up in the Waalhaven, Rotterdam having arrived there under tow on 24<sup>th</sup> November 2021. She had been on route to Lisbon to lay up pending sale or scrapping. Caught up in the collapse of CMV due to the pandemic, surely her days are numbered now? Originally a passenger cargo ship with reefer capacity she was converted into a cruise liner in 1994. After her fatal collision in 1953, when she sank the Italian liner **“Andrea Doria”** she survived with a new bow fitted to replace the damage done in the collision. Sold by Swedish Lloyd in 1960 to East Germany as **“Volkerfreundchaft”** after twenty five years service to them she became just **“Volker”**, then the accommodation ship **“Fridtjof Nansen”**. Following a massive rebuild she gained her present profile as **“Italia I”** and hoisted the Italian flag. She went on to become **“Italia Prim, Valtur Prima, Carib, Athena, Azores”** and finally **“Astoria”** in 2016. She remained a superb small ship for cruising as your compiler can vouch for. We await her fate. (Photo by Martyn Hunt)

Newsletter compiled by Derek Sands and edited by Neil Davidson.

With grateful thanks to David Hazell for all his contributions.

Also thanks to the following: The late Malcolm Cornes, Geoff Cone, Steve Cone, Roger Hurcombe, Andrew Cudbertson, Martyn Hunt, GWR Dave, Alex Dace, Russell Wilson 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](mailto:dereksands54@gmail.com)