

WORLD SHIP SOCIETY, HAVEN PORTS BRANCH NEWSLETTER SEPTEMBER 2021



(Photo by Steve Cone)

Haven Ports Branch of the World Ship Society



Join us for our monthly interactive Zoom meetings online

Every 2nd Thursday of the Month



For more information, contact our branch secretary
drakeand554@gmail.com

We hope to return to physical meetings at the Felixstowe Seafarers Centre soon.

Recent Callers



Chartered by MSC from Global Ship Lease, **“GSL Ningbo”** arriving at Felixstowe just after 10am on 26th July. She is being turned ready to berth at Trinity Terminal and is making her first call at the port. She was completed in May 2004 by Samsung, Koe as **“OOCL Ningbo”**. It's difficult to find out exactly when Global Ship Lease acquired her but it looks to be prior to them renaming her in 2018. *(Photo by Derek Sands)*



Seen in the River Orwell approaching Ipswich on 27th July is **“Beaumotion”** inbound from Rotterdam. She sailed two days later for the same port. Launched by Zaliv, Kerch, Ukraine in June 2002 she was completed as **“Blue Sky”** in November 2003 by Damen, Bergum for Dutch owners. Remaining Dutch owned she went to Vertom in 2012 acquiring her present name. *(Photo contributed)*



Heading for Trinity number seven berth on 28th July is “**MSC Jade**” inbound from Le Havre. A product of the Okpo yard of Daewoo Shipbuilding in South Korea. Launched in February she was completed in May 2016. *(Photo contributed)*



Passing Felixstowe just after 5am outbound from Ipswich is “**VS Salma**” on 29th July. She had arrived to make her first call the previous day from Kalundborg. Now she is heading for Lauenburg on the River Elbe about 50km south east of Hamburg. Completed in March 2008 as “**ST Marseille**” by Anadolu, Tuzla and owned by Sea Tankers (Foucquet-Sacop, founded by the Ambrogi Family more than 60 years ago), she was acquired by Vallieby Shipholding of Malta in late 2020 and renamed in May 2021. *(Photo contributed)*



Passing Felixstowe outbound from Ipswich on 29th July is **“Emstal”**. She had arrived from Belfast earlier in the day and was now heading for Antwerp, this is her first call under her new name. Built in Slovakia by Slovenske Lodenice, Komarno for Erwin Strahlmann as **“Kossau”** and completed in September 2007. Sold to HS Bereederungs (Schepers) in December 2020 and renamed as above, when Strahlmann got into financial difficulties. *(Photo by Derek Sands)*



Alongside Ipswich's Cliff Quay on 1st August is **“Annika B”**. Originally owned by Frank Dahl of Cuxhaven as **“Marlin”** she was launched by Daewoo-Mangalia, Romania in June 2000 and completed by Pattje, Waterhuizen in November. Still under German ownership she became **“Amy”** in 2015. Changing to her current name in 2021 she is managed by and time chartered to Danish based Baltic Shipping. *(Photo contributed)*



Totally ignored by the bait digger in the foreground, Kopervik Shipping's **“Fri Gdansk”** arriving at Ipswich from Belfast on 2nd August. Familiar in the Haven ports under her previous name of **“Arklow Ruler”**, this was her first call with her new name. She was one of 12 very similar ships completed by Barkmeijer, Stroobos for Arklow Shipping, in her case in 2006. She sailed for Nemrut in Turkey on 4th August arriving there on the 16th. She left the next day for Bromborough on the River Mersey with an ETA of 31st August. *(Photo by Derek Sands)*



Sailing from Ipswich for Lisbon with a grain cargo on 3rd August **“Arklow Archer”** is the fourth one of six sisters completed by Ferus Smit, Westerbroek, Netherlands. Arklow Shipping registered her under the Irish flag in July 2020. *(Photo contributed)*



Two views now of “**Maersk Newbury**” loading empties for Maersk at Felixstowe's Trinity Terminal on 3rd August. In the first view taken from Harwich, evidence of her usual trade in refrigerated containers of fruit is signified by the Fyffes logo on her superstructure.
(Photo by Derek Sands)

The photograph below shows a different perspective from Shotley.



Completed in 2001 as “**Caroline Schulte**” she was subsequently “**Libra Houston, Cap Bisti** and “**Caroline Schulte**”. Moller Singapore acquired her in 2015 and she was renamed. She sailed for Port Said later in the day, followed by Tanger Med in Morocco, Algeciras in Spain and is en route to Luanda in Angola as this is written. (Photo contributed)



Seen at Ipswich's grain terminal on 5th August, loading for Ponta Delgada in the Azores is **“Manisa Floyen”**. This was believed to be her first visit to the port. Launched as **“Anja C”** for Carisbrooke of Cowes she was immediately chartered by Grupo Selsa, steel manufacturers based in Spain as **“Andrea Anon”**. In 2017 she moved to Manisa Bulk of Naples as **“Manisa Camilla”** in 2018 she was **“Sider Floyen”** before gaining her present name in 2019. Registered owners appear to be Eos Ulriken of Norway. Jiangsu Yangzijiang, Jiangyin built her in 2006. (Photo contributed)



“Kassel” outbound from Ipswich on 5th August for Immingham. She had arrived two days previously from Castellon in Spain. Built as **“Jacaranda”** for Bojen Schiffahrt by Slovenske Lodenice, Komarno in 1998. Coming under Greek management as **“Evdokia L”** in 2015, since 2018 she has been **“Kassel”** and managed from Turkey, but appears to be German owned. (Photo contributed)



“Cwind Challenger” in the River Orwell approaching Ipswich on 5th August. She is a multi-purpose, crew transfer, survey and dive support vessel, with many other functions. She is on her way to Fox's Marina and Boatyard for a wash and brush up see photo below.



Now lifted out of the water for removal of marine growth etc. This composite resin built catamaran was constructed in Colchester by Ctruk in 2013, one of a number of successful vessels built by them. Several of which are for Cwind a subsidiary of Global Marine based in Chelmsford. *(Both photos contributed)*



Passing Felixstowe inbound for Ipswich on 6th August is luxury cruise vessel **“Island Sky”**. She had previously called at Harwich in November 2020. She had been anchored off Whitby previous to her call with passengers ferried ashore. She was scheduled to anchor off Southwold for the same procedure but the weather intervened so Ipswich was substituted. She is expected to make another call on 11th September. Originally **“Renaissance Eight”** built in 1992 by Nuovi Cant Apunia, Marina di Cararra, Italy. Before getting her present name she was **“Renai II”** and **“Sky”**. (Photo contributed)



Passing Felixstowe and also bound for Ipswich on 6th August is **“Wilson Limerick”**. She had made the short voyage from Great Yarmouth to load for Heroya in Norway, leaving Ipswich later the same day. Owned by Bremen Rhenus Schiffinvest she is managed by Hermann Lohmann from Duisburg. Completed as **“RMS Bremen”** by Slovenske Lodenice, Komarno in 2012 she began her charter to Wilson in 2017 and was renamed. (Photo contributed)



Seen on the Humber as she makes her way to Salt End Jetty on the 5th August is “**Cimil**”. She would leave Salt End and arrive at Parkeston tanker jetty for her first visit on 7th August during the hours of darkness. She left before it was light on the next day for Hamburg. She is owned by Bonn Shipping and is managed by (as her funnel mark suggests) Besiktas of Istanbul. She was also built in Turkey at Tuzla in 2010 as “**Cimil**”, she spent some time in 2016 as “**Transnav Holly**” before reverting to her current name. (Photo by Paul Morgan)



Nice to see a Yang Ming ship back in the Haven Ports. “**YM Evolution**” arriving on 7th August to load empties, replacing “**Synergy Busan**” in Yang Ming export schedules. Her next port would be at Tollerort Terminal, Hamburg then onto Euromax at Rotterdam's Maasvlakte. She would next call at DP World's Antwerp terminal before leaving for Egypt's El Dekheila port, plus Iskenderun and Mersin in Turkey, Next would be Haifa, Piraeus and Salerno. She is due back at Felixstowe on 9th September. She was built in 2014 by China Shipbuilding Corp, Kaohsiung, Taiwan. (Photo contributed)



“**Lydia**” arriving at Felixstowe from Immingham on 7th August, it's thought on her first call to the port. Looking to have been dry docked recently, she belies her years. Built in Portugal by Viana do Castelo in 1995 as “**Karin**” although launched as “**Vera**” she immediately went on charter as “**HMS**” **Portugal**” reverting to “**Karin**” in 2004. She became “**Lydia**” in 2012. In 2018 she was working for the French container line Marfret between Le Havre and Rouen without a change of name, although the company name was emblazoned on her hull.



There was no indication on the Port of Felixstowe website who she is working for now. She exchanged the flag of Malta for Lithuania in September 2020. *(Both photos contributed)*



Thought to be making her first call, **“Fulmar S”** passing through the harbour bound for Ipswich from Dunkirk on 9th August. She would load grain for Agadir in Morocco, sailing on the 11th August. Built in 2007 as **“Diana”** for Peter Dohle Schiffahrts by Jiangsu Yangzijiang she was acquired by Turkish owners in 2018 and was renamed as above. *(Photo by Derek Sands)*



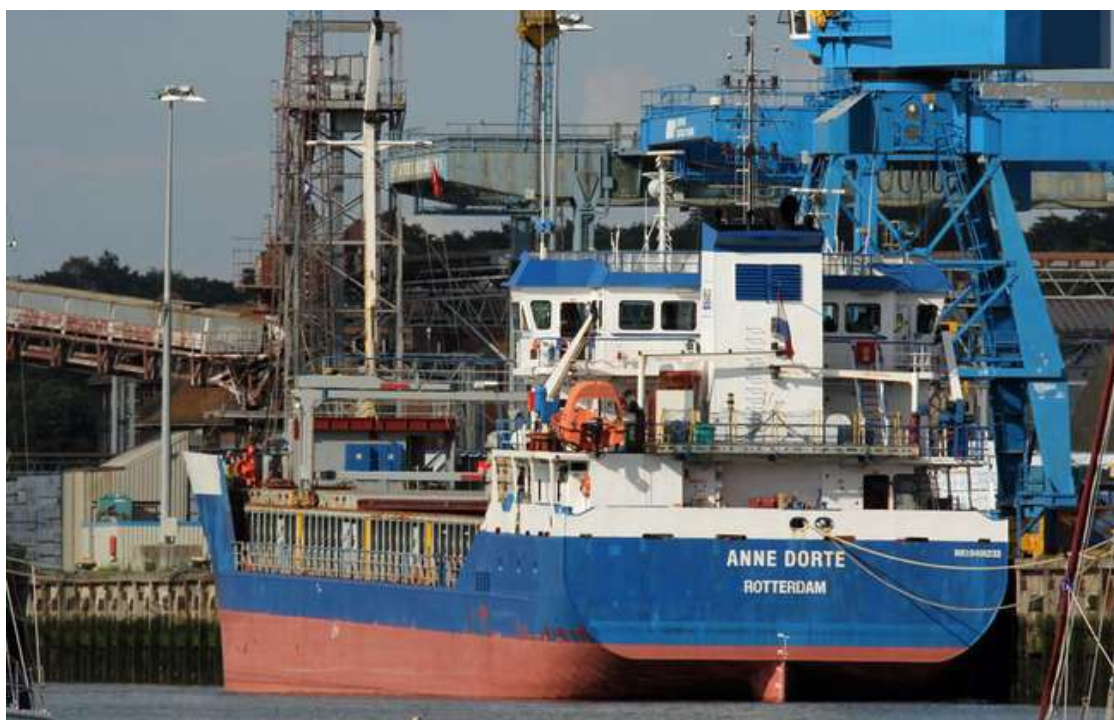
Another first time caller is **“Rix Flevo”** passing Felixstowe bound for Ipswich on 10th August. Bringing stone from Belfast, she left in ballast for Antwerp the following day. Launched in October 1996 by Sudostroitelnyy Zavod “Slip”, Rybinsk, Russia, the yard is situated on the Volga River. She was completed by Hugo Peters, Wewelsfleth as **“Frieda”** for Hermann Buss in December 1996. In 2007 she was renamed **“Leeswig”** by Hans-Uwe Meyer, before being sold in 2014 to Rix Shipping of Riga, Latvia. *(Photo contributed)*



Catching the tide to Ipswich on 10th August is “**Titran**” as she sails past Felixstowe inbound from Florø, Norway. Launched as “**Emily-C**” for Carisbrooke in December 1995 by Sevmash, Severodvinsk she was completed at Foxhol by Damen in October the following year. She went to HJH shipping in 2004 being renamed “**Lukas**” and being fitted with an excavator. Two years later she moved to InterCarib II of Oslo as “**Leistein**”, but flying the flag of Bahamas. Her registered owners became Berge Rederei of Hitra, Norway in 2011, and she finally transferred to the Norwegian flag in 2016. After discharging her cargo of stone she left for Stern on 11th August. *(Photo contributed)*



Looking in need of some attention to her hull as she leaves Felixstowe for Rotterdam on 10th August is “**MSC Melatilde**”. She is heading for the south east Asian port of Singapore via Tanger Med in Morocco. She was completed in June 2010 by Daewoo, Okpo and is 365 metres in length. *(Photo contributed)*



Discharging at Cliff Quay Ipswich on 10th August is Dutch registered **“Anne Dorte”**. She had arrived the previous day from Klaipeda and would sail for Hull later on the 10th. She has made several previous calls at Ipswich. Built in China by Anqing Zhouyang in 2011 she is owned by Anne Dorte Shipping bv and managed by W&R Shipping both based at the same address in Zwindrecht on the Oude Maas, south of Rotterdam. *(Photo contributed)*



Approaching the Orwell Bridge as she arrives in Ipswich on 10th August is **“Emilia”** making her first call with her new name. Completed in December 2006 for Erwin Strahlmann as **“Steinau”** by Slovenske Lodenice, Komarno she was sold to Lithuanian owners in June 2021 when Strahlmann sold his fleet due to financial woes. She sailed for Hamburg on 12th August. *(Photo contributed)*



A regular caller over the years since she was built in 1996 as “**Knud Maersk**” by Odense Stalskibs, Lindo, this is one of several sisters which were amongst the largest container ships of their day at 81,488 GT. Acquired by Hammonia Schiff in 2008 and renamed “**Maersk Kotka**” as seen above, arriving at Felixstowe from Valencia on 11th August. She passed to Costamare of Greece in 2018 without a change of name. After subsequent calls at Hamburg, Bremerhaven and Antwerp she headed for ports in Greece and Turkey. *(Photo contributed)*



Passing through the harbour on 11th August bound for Ipswich is “**Evita**”. Loading grain at the old Power Station berth would commence the following day and she left for La Corunna on 14th August. Completed by China's, Tianjin Xinhe yard in October 2009 as “**Merwedelta**” she was renamed only two months later as “**SCL Nicole**”. Although trading under the Portuguese (Madera) flag she has been owned in Estonia since 2016 when she acquired her current name. *(Photo by Derek Sands)*



Seemingly diverted from London Gateway arriving at Felixstowe on 11th August from Antwerp, **“MSC Rachele”** is seen here departing on the following day for Gdynia. The 334 metre long ship was built in 2005 by Hyundai, Ulsan. *(Photo contributed)*



Arriving on 12th August at Felixstowe on the regular DFDS Vlaardingen-Felixstowe service **“Tulipa Seaways”** was built in 2017 by Flensburger. After leaving the same day she made two more voyages from Vlaardingen to Immingham and then departed for Turkey on 19th August. She is now working on the Tuzla-Trieste route. *(Photo contributed)*



Approaching the port of Ipswich after a short ballast voyage from Rotterdam is “**Manisa Star**”. Loading grain for Aveiro she left two days later. She started life in June 2000 when built as “**Nordkap**” by Gdansk-Gdynia Shipyard. Subsequently she was “**Flinternoord, Normed Hamburg, Nordkap, BBC Nordkap, Nordkap**”, before coming control of under Naples based Manisa in 2019. *(Photo contributed)*



“**BSG Bonaire**” alongside under charter to Maersk at Felixstowe on 15th August, she recently changed name in Le Havre on 10th of August. Launched by Hanjin Heavy Industries, Busan as “**Emirates Kanako**” in 2006, she was completed as “**Adelheid S**” for Schepers, Germany. Subsequent names were “**Emirates Wasl, TS Damman, Emirates Wasl and Adelheid S.**”. *(Photo contributed)*



Here she is sailing for Rotterdam on 16th August with Maersk empties. After leaving Rotterdam she headed for Port Said and then Tanger Med arriving there on 2nd September. She sailed for Rotterdam the following day. *(Photo contributed)*



Alongside in Harwich, Navyard Wharf is windcat “**Spectrum 1**”. Normally to be found working in the London Array windfarm off the Thames Estuary, she is often in Ramsgate too. Owned by Spectrum Offshore of Lymington the 13.5 metre vessel was constructed in 2008, more details are unknown at present. *(Photo contributed)*



The 1944 built “**Gloria**” setting off on one of her seal watching trips into Walton Backwaters. She is run by the company that provides the foot ferry between Harwich, Felixstowe and Shotley.



Another veteran this time from 1942 is the lunch cruise vessel “**Allen Gardiner**” seen here on the River Orwell. She was built in 1942 by the Miami Shipbuilding Corporation at Miami in Florida USA. She is 63 feet long, and so this design became known as the Miami 63. She is one of twenty identical boats operated by the South African Air Force during World War II. More on her history here <https://www.rivercruiserestaurants.co.uk/allen-gardiner-ipswich/allen-gardiner-the-boat> *(Both photos contributed)*



Seen at Woolverstone Marina, River Orwell on 15th August **“CRC Sentinel”** was acquired from Gardline Environmental by CRC Commercial. She was built in 2011 by Alicat Workboats, Great Yarmouth. *(Photo contributed)*



Loading scrap metal at West Bank Ipswich on 15th August **“Arklow Vale”** had arrived from Bilbao on 10th August. She unloaded her cargo of cement before shifting across to West Bank. Avonmouth would be the destination when she left on 17th August. Built by Bodewes, Hoogezand in 2015 for Arklow Shipping's Dutch subsidiary, she flies the Netherlands flag. *(Photo contributed)*



The first of two Wilson vessels to arrive at Ipswich on 15th August was **“Wilson Halsvik”**. Owned by Wessels she has been on charter to Wilson since August 2020. Her last port was Emden and she would load for Lisbon and leave on the 17th. Sava Shipyard, Macvanska Mitrovica, launched her into the River Sava which joins the Danube at Belgrade. Initially her keel was laid in March 1993 but she was not launched until May 1997 as **“Prompt”** but completed as **“Reind Wessels”**. Renamed **“Pasadena”** in the same year, her next name change came with her charter to Wilson.



Taken approximately one hour twenty minutes after the previous photo is **“Wilson Dagenham”** inbound from Klaipeda. She is also owned by Wessels/Arkon and went on charter to Wilson in September 2020. Completed in November 2009 by the prolific Slovakian shipyard of Slovenske Lodenice, Komaro as **“Peleus”** she gained her present name at the beginning of her charter. Immingham would be her next port of call, leaving Ipswich for there on 19th August.
(Both photos by Derek Sands)



Two vessels seen at Cliff Quay, Ipswich on 15th August. “**Marian R**” possibly making her first call under this name. She was built at Haifa, Israel and launched as “**Theda**” in July 2009 but completed as “**Blue Carmel**” five months later for German owners. In 2016 she transferred to other German owners as “**Calobra**”. She came under the control of Dutch based Vertom in 2021 and gained her present name. *(Photo contributed)*



Somewhat of a classic due to her age “**Uta**” had arrived from Amsterdam the previous day probably with a soya cargo. No back cargo was available so she left for orders on 18th August eventually picking up a cargo at the Portuguese port of Figueira da Foz and is plodding her way to Istanbul as this is written. A type 110B from the Neuenfelde yard of J.J. Sietas she was completed in November 1984 as “**Halina**” for Hans Otto Gademann. He renamed her “**Idun**” in 1988 but she reverted to “**Halina**” in 1989. Sold in 1997 and renamed “**Andorra**” and in 2001 as “**Uta**” she appears to still be under German owners despite successive flags of Gibraltar, Malta, Cook Islands and now Panama. *(Photo contributed)*



“**Hav Skandic**” nearly at the end of her voyage from Djupevik, as she approaches the Orwell Bridge at Ipswich. This was her first call with a load of stone from an island near Stavanger. Built in 1993 by Sava, Macvanska Mitrovica as “**Sava Ocean**” she then appears to have gone through several changes of ownership and flags without a name change, until 2013 when she came under the flag of the Faroes and owners Havnarnes, who named her “**Sunna**”. She also acquired her excavator at this time. Her name was changed to the current one in 2017. *(Photo contributed)*



The Australian built research ship “**Northern Franklin**” passes Harwich inbound for Parkeston Quay on 18th August, for her first visit under this name having called previously as “**Franklin**”. North Queensland Shipyard of Cairns completed her in March 1985. Now owned by Danish flag Northern Survey since April 2021, her name was changed at the same time. *(Photo by Derek Sands)*



Having only been completed in June 2021 by Ferus Smit, Westerbroek, **“Arklow Artist”** makes her first call at Ipswich to load grain for Lisbon. Seen on 18th August the day after she had arrived in ballast from Dunkirk, she left for sunnier climes on 19th August. *(Photo contributed)*



“YM Everest” passes Felixstowe on 22nd of August with a part cargo of soda ash for Ipswich. She had left Eti Soda in Turkey on 30th July for Hull where she arrived on 14th of August. Having unloaded some of her cargo she left Hull on 20th August for Ipswich, sailing in ballast for La Pallice three days later. With an overall length of 152.45 metres she is close to the navigable limit for Ipswich, she was making her first visit. Turkish owned and Turkish built by the Marmara, Shipyard, Yarimca in 2014. *(Photo contributed)*



Passing under the Orwell Bridge inbound (*Photo by Derek Sands*)



Closing her hatches on 25th August as she prepares to leave Ipswich for La Pallice.
(*Photo by Mick Warrick*)



Two photos now of another large ship at Ipswich loading at the grain terminal on 25th August. “**Manisa Sole**” had arrived in ballast from Antwerp earlier in the day. *(Photo by Mick Warrick)*



The stern view shows loading progressing apace to allow her to leave on the midnight tide of 26/27th August for Lisbon. Completed by China's Jingjiang Traffic yard, in June 2005 for Peter Dohle, as “**Carla**”, Turkish owners Kadir Colak acquired her in 2014 naming her “**Vera Rose**”. Naples based Manisa Bulk gave her the current name when purchasing her in 2018. *(Photo by Simon Smith)*



Carrying what appears to be mainly new containers and with an unusually rendered name on the bow “**ElbBLUE**” arrives at Felixstowe on 25th August. Running on a Unifeeder schedule from Zeebrugge and capable of carrying 1,000 TEU she was built for Wessels as “*Wes Amelie*” by Jiangdong, Wuhu in 2011. Acquired by Elbdiech in April 2021 she was renamed as above, this is her first call under this name. *(Photo contributed)*



A long range shot of the tanker “**Venezia D**” making her first visit to Ipswich on 21nd August. Arriving from Sillamae, Estonia earlier in the day she would depart for Rotterdam on the 22nd. Italian built by Poli, Pellestrina in 1998 as “*Venezia D*” she was renamed for a charter as **Jo Venezia D**” in 2003, but regained her fist name three years later. Management is with De Poli of Barendrecht, Netherlands, ownership is probably theirs too! *(Photo by Derek Sands)*

Brightlingsea Shipping



“Germanica Hav” approaching Olivers Wharf on 6th August after a voyage from Setubal with bagged cement. She left in ballast on the next tide on the 6th for Velsen on the North Sea Canal near Ijmuiden. Built in 1984 for Interscan as **“Poseidon”** by Hugo Peters, Wewelsfleth she went to the Danish flag as **“Saxo”** in 1998, before coming under Hav Shipmanagement of Kaliningrad in 2009 as **“Germanica Hav”**. (Photo by Jim Griffiths)



Alongside the wharf with her already discharged cargo of bagged cement much in evidence is **“Eems Sprinter”** on 10th August. She had arrived from Setubal on the 2am high tide and was here preparing to sail on the afternoon tide for Erith where she loaded for Bremen. Launched in November 2006 as **“Christiaan”**, she was completed by Hong Ha, Haiphong, Vietnam in June 2007 as **“Eems Sprinter”**. (Photo by Jim Griffiths)



The 99.9 metre long “**RMS Baerl**” enters Brightlingsea Creek on 18th August at the end of a ballast voyage from Rotterdam. She would load two grades of scrap metal for Bilbao and sail on 20th August. She was launched into the Danube as “**Rhonediep**” by Severnav, Drobeta Turnu-Severin in May 1999 and completed by Schloemer, Oldersum by the end of the month. She was renamed “**Kirsten**” also in 1999 and gained her present name in 2006 when acquired by RMS. (Photo by Derek Sands)



Approaching the wharf. (Photo by Jim Griffiths)



Safely alongside after swinging to be head out at the wharf. *(Photo by Jim Griffiths)*



“Ashley” photographed in the River Colne inbound from Setubal with cement on 23rd August. She is about to turn into Brightlingsea Creek and after the usual quick discharge she sailed for Hamburg on the next tide. Launched into the Elbe far inland at Decin, Czech Republic by the CSPL yard she was completed as **“Hydra”** by Peters, Kampen in July 2000. She was managed by Wagenborg's until sale to Kirk Scheepvaart, Enschede in 2007 being renamed **“Ashley”**. *(Photo by Derek Sands)*

Mistley Shipping



“RMS Cuxhaven” arriving stern first having swung in the river prior to approaching the quay on 1st August. She has a regular cargo of bricks on board from Aalst in the Netherlands. Launched as **“Danio”** by Daewoo-Mangalia, Romania in November 2000, she was completed by Pattje, Waterhuizen in May 2001. RMS acquired her in 2014 and gave her her present name.

Preparing to sail for Rotterdam on 3rd August, she would return late in the month with another brick cargo from Aalst.

(Photos by Steve Cone)



One Cruise and Out!



“Golden Horizon” reputed to be the world's largest square rigged sailing ship, passes Harwich inbound for the first of four cruises scheduled from Parkeston Quay on 4th August. A near replica of the 1913 sailing ship **“France II”** she was originally ordered by Star Clippers in 2015 from Brodosplit, Croatia, but they never took delivery after contractual disputes. Left with the ship, the shipyard formed a subsidiary Tradewind Voyages to market her. Ongoing disputes with Star Clippers over money led to the ship being arrested in Dover recently and she was released after the shipyard paid a substantial amount to Star Clippers. However her troubles were not over and when she arrived back at Parkeston on 14th August she discharged her passengers and sailed direct to Split, with all other cruises cancelled. Reports of shambolic boarding procedures with no boarding cards etc have come to light and the captain was unhappy with the choice of Parkeston Quay with its limited facilities amongst other things.



She sails for home on the 14th of August, hopefully for better times. (Photos by Derek Sands)

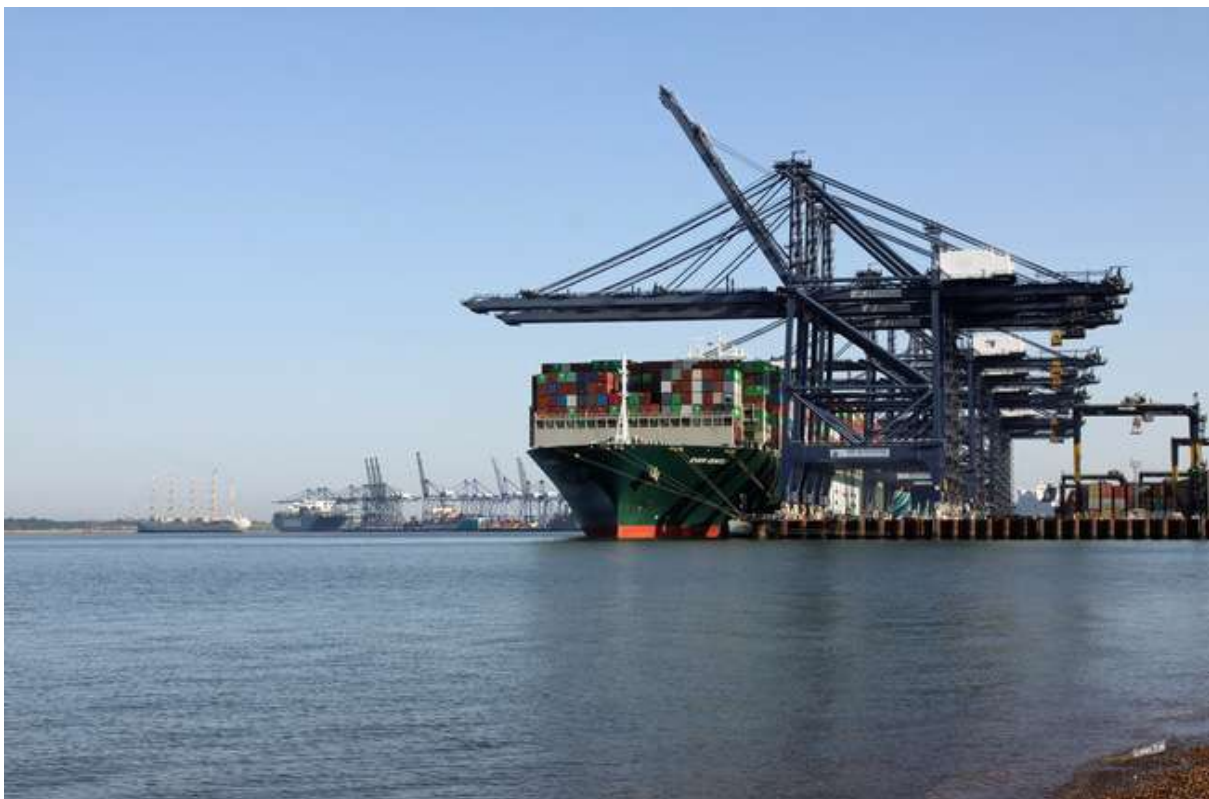
Ever Given arrives after her problems in the Suez Canal



The lightly loaded “**Ever Given**” arrives at Felixstowe 3rd August having discharged a great deal of her containers in Rotterdam's Maasvlakte. Sailing two days later for the Far East via the Suez Canal where she had a trouble free passage with ETA Qingdao, China of September 17th where she will be dry docked. Her arrival was watched by hundreds from the Harwich side of the harbour. Owned in and built in Japan and flying the flag of Panama, she is long term chartered to Evergreen. Imabari Zosen, Marugame launched her in May 2018 and she was completed in September. *(Photos by Derek Sands)*



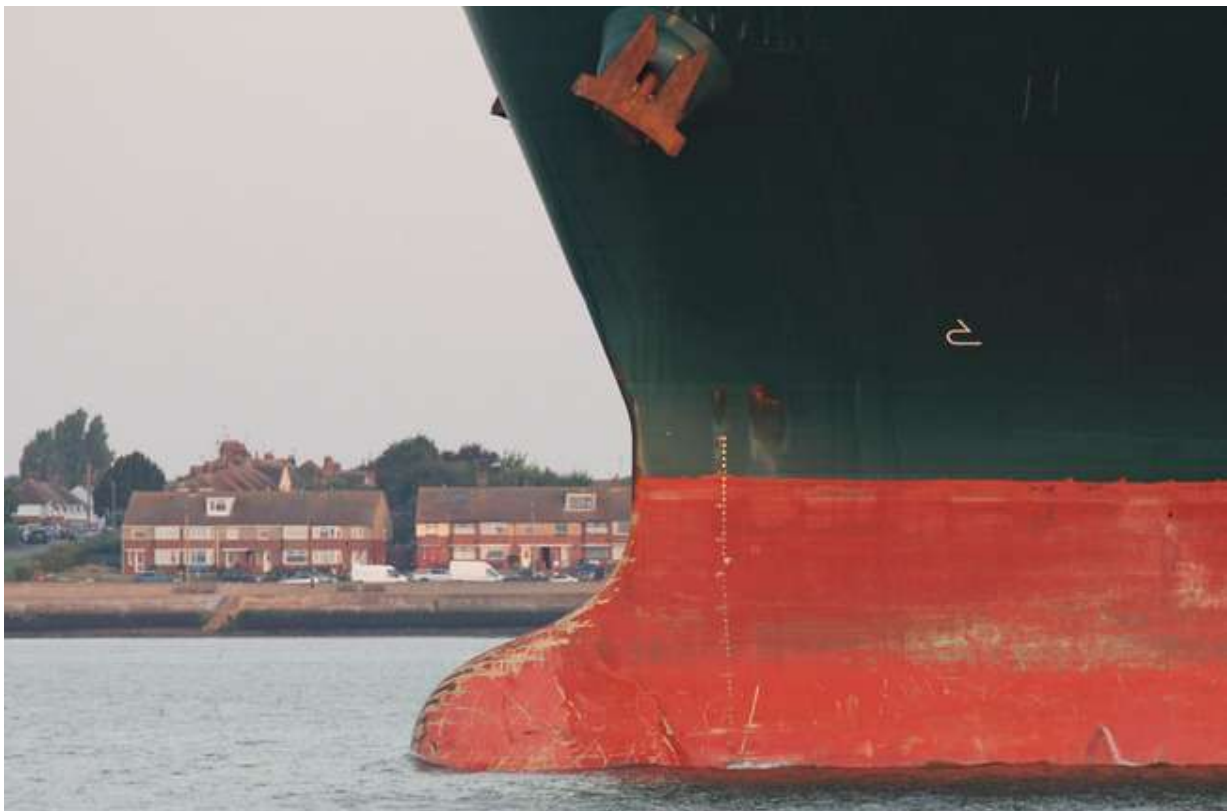
Safely berthed at Trinity number seven, she bears some minor scars from the pushing and pulling to free her, in the Suez Canal.



With fleetmate ***“Ever Gentle”*** unloading at Number Nine berth in the foreground on 4th August. The distant ***“Ever Given”*** is passed by the sailing cruise ship ***“Golden Horizon”***
(Photos contributed)



Leaving Felixstowe empty for drydocking in the Far East, she would call at Malta for bunkers en-route.



Not looking in to bad shape after its venture into the sands of the desert!
(Photo contributed)

Bunkering CSCL Artic Ocean



Making her second bunkering call at Felixstowe is “**Monjasa Provider**” arriving from Dunkirk on 11th August. Owned in Denmark by Frederica based Monjasa Holdings she was built in Turkey at Tuzla by Selah Makina as “**Brovig Wind**”. She became “**Skaw Provider**” in 2014 before being acquired by Monjasa in June 2020.



Here she is alongside and being dwarfed by her “customer” “**CSCL Arctic Ocean**”. Later she would sail for the anchorage in the Thames Estuary. *(Photos contributed)*

Last of the second hand vehicle exports ?



“Marin” passes Harwich on 11th August bound for number 4 RoRo berth Parkeston Quay to load second hand vehicles. Later to free up the berth for the incoming Stena Freight ship from Europort, she moved to the eastern end to load vehicles on deck. She had changed name recently in Farsund and donned the flag of Palau although owned in Libya. Launched by Tangen Verft, Kragero in July 1990 she was completed as **“Astrea”** by Langsten Slip, Tomrefjord in December. Her name was changed to **“SC Astrea”** in 2011. She left Parkeston in darkness with what looked like a full load with nothing left on hand at the quay. Anchoring at the Cork on 13th August she later departed for Portland for bunkers, leaving there on 16th of August for Iskenderun in Turkey with an ETA of 31st August. Due to ongoing works to support the windfarm business at Parkeston and the space required for lorries undergoing the variety of delays caused by Brexit, there looks to be no room for the storage for export of second hand vehicles. Time will tell!

(Photos by Derek Sands)

Stormy Waters

All photos taken (by Andrew Cudbertson) on a rough passage from Harwich to Hamburg in September 1985.



Bulk carrier “**Almea**” finding it tough going! Built at Fredrikstad in 1967 as “*Vingsnes*” for Ditlev-Simonsen. Ten years later she went to Greek flag operators as “*Sparto*” and in 1981 “*Mitera Irene*”. She gravitated to the Cypriot flag as “**Almea**” in 1983, but went to Chinese breakers in August 1986.



Polish coaster “**Wodnica**” seems to be handling the conditions OK as she battles her way towards the Elbe. Built in Gdynia in 1962 she was sold in 1989 to Syrian owners who gave her a succession of seven names until she went to Gadani Beach for breaking in March 2003.



The unmistakable outline of a Sietas built coaster from the 1960s. “**Gala**” was built by the Neuenfelde yard in 1968 and delivered to Karl Heinrich Danz in March. She was chartered by Tor Line in 1976 as “**Tor Normandia**” in 1976, but reverted to “**Gala**” the following year, when she was sold to Harald Lunstedt. After ten years service she went to another German owner Johann Grossmann without a change of name. She had her name shortened to “**Ala**” in 1995 by her new owners based in Estonia. In 2008 she was flying the flag of Panama still without a change of name, and was wrecked near to the bay of Aarhus on 26th November 2012 and broken up at Grenaa in December 2012.



Caught in a trough by the photographer, **“Ludwig”** would soon emerge on the next wave crest. A product of the Krogerwerft yard at Schacht-Audorf, on the Kiel Canal, completed for Leth in 1969, she moved without a change of name to H. E. Eberhardt in 1989. In 1995 she raised the flag of Greece as **“Taxiarchis I”**. Two years later she was registered in Dubai as **“Sama”**. Finally she was deleted in January 2011 as “existence in doubt”.



Rolling nicely as she follows the ferry into the Elbe is **“Oslobank”** a type 67 from the Sietas yard at Neuenfelde. Delivered in 1972 to German owner W. Walter as **“Ostebank”** she was renamed for a charter the following year as **“Scol Action”**. Reverting to her launch name the following year, she was sold in 1983 to Hermann Buss and renamed **“Oslobank”**. In 1990 Buss sold her to other German owners as **“Stevnsland”** and she hoisted the Antigua and Barbuda flag. Sold in 2001 she was under the flag of Tonga as **“Donna Khadijeh”**. Some sources then reported her flag as Togo next and others say it was Sierra Leone. But her name in 2003 suggests Syrian owners as she became **“Ezzat Allah”**. Later the same year she was renamed **“Letfallah II”** under flag of Georgia, but Syrian owners are recorded. She is still listed in “Equasis” as existing but there are no movement reports since January 2012.

Ship shape?



After delivering her cargo of wind turbine blades from Viana do Castelo in Portugal to Rotterdam and seen here arriving on 23rd August, the Russian flagged heavy load carrier “**Topaz Ishim**” may have been noted as spending a few days anchored off Felixstowe in the Cork Anchorage. She later departed for Horten in Norway arriving there on 30th August. She is certainly no beauty but functional, but her sea keeping qualities may be doubtful in rough weather. Built in Romania by Vard Braila in 2017 she is one of eighteen very similar or sister ships. Her registered owners BUE Bulkers have an office in Edinburgh and in Aktau, Kazakhstan and she is managed from Dubai! *(Photos by Anton de Krieger)*

Dredging



The latest round of maintenance dredging began on 12th of August. “**Shoalway**” of Boskalis is seen here dredging close to the berths at Trinity Terminal, Felixstowe on 15th August. She was launched in Poland in 2010 and completed in the Netherlands by Intervak, Harlingen.

Boskalis have also won the multimillion pound contract for the deepening of the Felixstowe approach channel to a new minimum depth of 16 metres. This will commence later in the year.

(Photos contributed)



“**Forth Drummer**” is providing support with ploughing. Her details were in a previous newsletter.

“**UKD Seahorse**” ploughing in Ipswich on 25th August.

Launched in November 1993 by Belogorodskiy SZ, Russia, she lay incomplete until Damen Gorinchem finished her in January 2000.

(Photo by Peter Hollands)



Blast From The Past



THV **“Ready”** passing Felixstowe dock basin bound for Harwich date unknown. Built in 1947 by Blyth Drydock and powered by two steam turbines, her funnel was heightened at some time due to problems with smoke and soot from her original more squat one. She had a sister **“Vestal”** built by Charles Hill at Bristol. **“Ready”** was sold to T. W. Ward at Grays for breaking and arrived at the Thames side yard in April 1978. However photos show she was still complete on 24th October 1981, and it's not known when breaking began. *(Photo by Malcolm Cornes)*



Aground on the Guard sandbank just off Navyard Wharf, Harwich is **“Karisma”**. She had just left the wharf on 1st August 1984, bound for Brazil via ports in West Africa to off load second hand vehicles. Launched in February 1984 by Smiths Dock, Middlesbrough for Kommar Cia Nav, Brazil, she was believed to be on her maiden voyage. In 1992 she was renamed **“Rollcargo”** and in 2005 **“Morning Sonata”**, Chittagong breakers took her in July 2009. *(Photo by Derek Sands)*



Firth of Forth car ferry "**Robert The Bruce**" at South Queensferry in 1960. Completed in January 1934 by Denny Brothers, Dumbarton. Double ended with a rudder at each end she was a diesel electric paddle boat of 217 GRT, her engine supplied by Paxman of Colchester. Her sister also built by Denny was of riveted construction but the above was the first ship to be completely electrically welded. Both ferries cost £22,000 to build. Made redundant by the opening of the Forth road bridge in 1964 she was sold for demolition to P. & W. MacLellan, Bo'ness in April 1965. (Photo by Martyn Hunt)



Hellenic Lines "**Egyptos**" berthed in Felixstowe dock basin 20th April 1969. Note the assisting tugs "**Felix Tow**" and "**Sun XVIII**". "**Egyptos**" was completed in the USA in November 1945 by Consolidated Steel Corp, Wilmington as the C1 type "**Coastal Monitor**". In 1947 Michael A. Embiricos purchased her as "**Krios**" and sold her in 1961 to Hellenic. She was broken up in Valencia in November 1980. (Photo by Malcolm Cornes)

Two photos now of former Prins ferries and DFDS favourite.
“Prinz Oberon”

The first taken at Parkeston Quay in July 1982 and the second passing Harwich in August 1984. *(Photos and information by Tim Webb)*



Built 1970, by Werft Nobiskrug GmbH, Rendsburg, Germany

(Yard # 663) as PRINS OBERON

GRT : 7933 / DWT : 1778 Overall Length : 134.0 metres x Beam 21.0 metres.

Machinery : 2 propellers with adjustable screw blades each driven by a PIELSTICK 16pc2v-400

4stroke single acting vee 16 cylinder oil engine manufactured by Blohm + Voss, Hamburg

Speed : 22.0 knots History POR = Port of Registry

1970: PRINS OBERON : Lion Ferry A/B : POR Halmstad

1978: PRINZ OBERON : Deutsche Leasing AG : POR Hamburg

1983: PRINZ OBERON : DFDS (Deutschland) GmbH: POR Hamburg

1984: NORDIC SUN : Transnordic Line : POR Stockholm

1986: CRUISE MUHIBAH : Perbadanan Nasional Sg Line Bhd : POR Port Klang

1989: MUNSTER : B + I Line plc : POR Dublin

1990: MUNSTER : EPA Ireland Ltd : POR Dublin

1993: AMBASSADOR : EPA Investor No.II : POR Dublin

1994: AMBASSADOR II : EPA Investor No.II : POR Limassol

1997: AMBASSADOR II : Sterling Shipping One LLC : POR Monrovia

2000: AMBASSADOR II : Sterling Shipping One LLC : POR Nassau2001

Sold for breaking up 2011. After prolonged decommissioning, Ambassador II left Orange, Texas. The ferry was towed for scrapping in New Orleans





“Halcience” Built 1970, by Scheepswerf Gebr.Coops BV, Hoogezand, Netherlands (Yard # 255)
as HALCIENCE GRT : 424 / DWT : 645

Overall Length : 47.8 metres x Beam 8.8 metres.

Machinery : 1 shaft driven by a Kelvin Marine- 4 stroke single acting 8 cylinder oil engine

Speed : 9.0 knots

History *POR = Port of Registry*

1970: HALCIENCE : London & Rochester Trading Co Ltd : POR Rochester

1985: HALCIENCE : Malvern Marine Services Ltd: POR Rochester

1986: ISLAND COASTER : Malvern Marine Services Ltd : POR Rochester

1990: LADY SALLY : Robert J.Gray : POR Kingstown

1996: RAYMARK : ?? : POR Kingstown

1998: CEEVAN : Malvern Marine Services Ltd : POR Kingstown

2000: RAYMARK : Coastal Barge Ltd : POR Kingstown

2007: Hulked photographed on 21 September 1980 at Colchester

(Photograph and information by Tim Webb)

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

Any mistakes or inaccuracies are unintended.

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