



(Photo by Derek Sands)

Due to space requirements some usual features have been held over to be included in a supplement to this newsletter which is being prepared. The compiler feels that 65 pages is the upper limit. The possibility of including more content will be governed by photo size with consideration to having 3 photos per page in future if deemed necessary.

The next meeting of the branch will be at the Seafarers Centre, Felixstowe Dock as programmed on 9th March at 7.30pm. It will feature Mick Warrick showing images from Istanbul.

Recent Callers



A first time caller under her current name **“Bartok”** passes Harwich inbound from Teesport for Parkeston Tanker Jetty on 28th January. She would leave for Antwerp later on the 28th, via Rotterdam anchorage. She was a visitor to Parkeston in 2013 and 2014 under her previous name of **“Besiktas Pera”**. She was completed in 2009 by Besiktas at their Altinova yard, Turkey. Her current owners GEFO of Hamburg acquired her in 2018. Below is a photo of her under her previous name in January 2014 when outbound.

(Photos by Derek Sands)





Having arrived from Colombo via Tanger Med, **“Munkebo Maersk”** makes her latest call at Felixstowe, seen here alongside Trinity Seven berth on 31st January. She departed for Hamburg on 2nd February and then called at Antwerp and London Gateway, before moving on to Le Havre. Daewoo, Okpo built this 399 metre vessel in 2014 and she is one of twenty first generation “Triple E” class. There are also eleven vessels in the second generation of this class, where the bridge is situated further forward to improve vision. *(Photo contributed)*



“Vuoksi Maersk” arrives at Felixstowe on 31st January from Gdansk, Bremerhaven and London Gateway. A very regular caller, she set off for Kotka, Finland on 3rd February arriving there on the 9th. Built by COSCO (Zhoushan) and completed in September 2018. *(Photo by Mick Warrick)*



Chinese built “**MSC Letizia**” at Felixstowe on 31st January this being her first call at the port. Dalian Shipbuilding Industry completed her in August 2015. She had arrived from Bremerhaven just before 1am on the 31st and departed for Le Havre and Norfolk, Virginia just twenty one hours later. *(Photos contributed)*



As can be clearly seen here, she has been fitted with an exhaust scrubber.



Making a colourful picture when outbound from Ipswich for Vlissingen on 31st January in the River Orwell is “**Arklow Fern**”. She had been launched as “**Arklow Femme**” by Murueta, Guernica in August 2009 but completed as “**Arklow Fern**” in September 2010. One of a series of ten, some of which have already been disposed of to other owners as newer ships enter the Arklow fleet. *(Photo contributed)*



Alongside Cliff Quay, Ipswich on 31st January with cargo discharge nearly complete “**Hendrika Margaretha**”, registered in Hasselt, on the Zwartewater, Overijssel province, north east of Amsterdam. Completed as “**Donau**” for Wantij and Co by Severnav, Drobeta, Romania in March 1993. She retained the Dutch flag when sold to De Koning Gans of Hasselt in 2004 but changed name to the current one. *(Photo contributed)*



The stylised “b” on the funnel of **“Anmare”** is the livery of German Owner Briese Schiffahrts of Leer, founded in 1984 by Captain Roelf Briese (Naval Architect). **“Anmare”** was launched as **“Kukelborg”** by Slovenske Lodenice, Komarno in July 2009 but completed with her current name in the November. Seen here at Ipswich on 31st January she left the following day for Teesport. She next called at Immingham before heading south for Sutton Bridge arriving on 9th February to load scrap metal for Amsterdam. She was the first ship for 332 days to call at Sutton Bridge following the sale of the port to Gold Star Metal Traders. *(Photos contributed)*





Awaiting discharge to begin at Ipswich **“Helas”** has just arrived on 3rd February from Antwerp. Built by Ferus Smit at their Leer yard in Germany and completed in December 2000 as **“Morgenstond III”** for Dutch owners. In 2005 German owners registered her at St. Johns, Antigua as **“Emsmoon”**. Hermann Lohmann Schifffahrts acquired her in 2019 and renamed her **“Helas”**, but later the same year renamed her **“Sandoe”**. She reverted to **“Helas”** in 2020, but now under the flag of Cyprus and registered at Limassol.
(Photos contributed)





Discharge of **“Helas”** is well underway here on 4th February, she departed in ballast for Aarhus, Denmark on February 5th. (Photo contributed)



Kopervik ships are fairly regularly seen in Ipswich and **“Fri Brevik”** has made at least three calls in recent times. She is seen here on 3rd February having arrived from Gdansk, Poland the previous day. She set off in ballast, for Riga, Latvia on the 6th to load a cargo for Grimsby. Built in the Netherlands at Kampen by Peters Scheepswerf in 2001 as **“Polar Sky”** for Dutch owners. Briesse Schifffahrts acquired her in 2004 as **“Frisian Sky”** but her name indicates a charter to Dutch owners Boomsma. Kopervik of Norway took her in 2010 as **“Fri Brevik”** and she flies the Cypriot flag. (Photo contributed)



Arriving at Ipswich in ballast from Hamburg on 3rd February **“Perfect”** coming to load for Leixoes. Due to some delays at the port she did not sail for the Portuguese port until 11th February. Built in 2009 by Peters, Kampen as **“CFL Perfect”** she dropped the prefix and green and white colour scheme for Vertom’s blue when acquired in 2017. *(Photos contributed)*





“Perfect” waiting patiently for more lorries of grain to arrive at the Old Power Station berth on 4th February. *(Photo contributed)*



Alongside Trinity Terminal on 3rd February is **“MSC Poh Lin”** making what is at least her second visit to the port. Arriving from Sines, Portugal via Le Havre on 2nd February she would depart later on the 3rd for Antwerp and ports in Turkey. Launched by Hyundai, Samho in March 2004 and completed in May. *(Photo contributed)*



Trinity Seven berth, Felixstowe, is occupied by regular caller **“MSC Lauren”** on 3rd February. Arriving from Sines the previous day she would depart later in the afternoon on the 3rd for Rotterdam. The 14,000 TEU and 366 metre long vessel was constructed by STX SB & Co, Jinhae, South Korea and completed in January 2011. *(Photo contributed)*



Laying by at the tanker berth in Ipswich as she waits her turn to load on 4th February is **“Arklow Artist”**. One of a series of six built by Ferus Smit at Westerbroek, she was the last one completed when entering the Arklow fleet in June 2021. She arrived from Schiedam on the 4th and left loaded for Amsterdam on the 7th. *(Photo contributed)*



Making her first call at Felixstowe “**Seaspan New Delhi**” she is on charter to COSCO and seen here alongside on the 4th February. Samsung Kojie delivered her to Seaspan Corp in October 2005 as “**CP Kanha**” and she was chartered to Hapag-Lloyd the following year as “**New Delhi Express**”. When the charter ended she gained her present name. *(Photos contributed)*



Having arrived from Salerno early on the 4th she sailed later the same day for Rotterdam, Hamburg, Antwerp and Piraeus. *(Photo contributed)*



“Conti Chivalry” turns to berth at Felixstowe with assistance from **“Svitzer Kent and Svitzer Shotley”** as she arrives from Antwerp on 5th February. Her draft betrays the fact she has a large number of empty boxes onboard. Built in 2006 by Samsung, Koe for German Owners, she was immediately chartered to Evergreen as **“Ever Chivalry”**. At the end of the charter she was renamed **“Conti Chivalry”** in 2018 and is presently on charter to MSC. (Photo by Derek Sands)



Now safely alongside Trinity terminal on the 5th, she would sail after only 14 hours in port for Klaipeda, Gdynia and Antwerp. (Photo contributed)



Making an early return to Felixstowe after only a couple of weeks away “**Ever Aria**” loading empties at number nine berth, but also discharging imports. After arriving from Rotterdam two days earlier she is seen here on the 5th February and would leave later the same day. Next port was Hamburg then Rotterdam again before heading for the Sri Lankan port of Colombo. *(Photo contributed)*



Berthed on the same day just behind the “Ever” is “**MSC Allegra**” at number eight berth. She is loading for Tanger Med, Morocco and King Abdullah Economic Port, Saudi Arabia. The 23,694 TEU vessel was last here in September 2022 when she occupied Trinity Seven berth. A product of Daewoo Shipbuilding, Okpo she was completed in October 2021. *(Photo contributed)*



Two shots now of “**Fluvius Tavy**” alongside Cliff Quay, Ipswich, firstly on the 8th February as she loads grain from lorries via mobile elevators above. She had arrived in ballast from Rouen the previous day. Then below she is ready to sail on the 9th for Amsterdam. After discharge in Amsterdam she headed straight back to Ipswich arriving on the 14th after spending some time anchored at the Cork anchorage awaiting a berth. Completed by Shipkits Groningen in August 2009, she had been launched by Partner Shipyard, Police, Poland in the previous December as “**Abis Antwerpen**”. Acquired by Amasus in 2017 on the demise of Abis due to financial problems she was renamed after the Devon River. *(Photos contributed)*

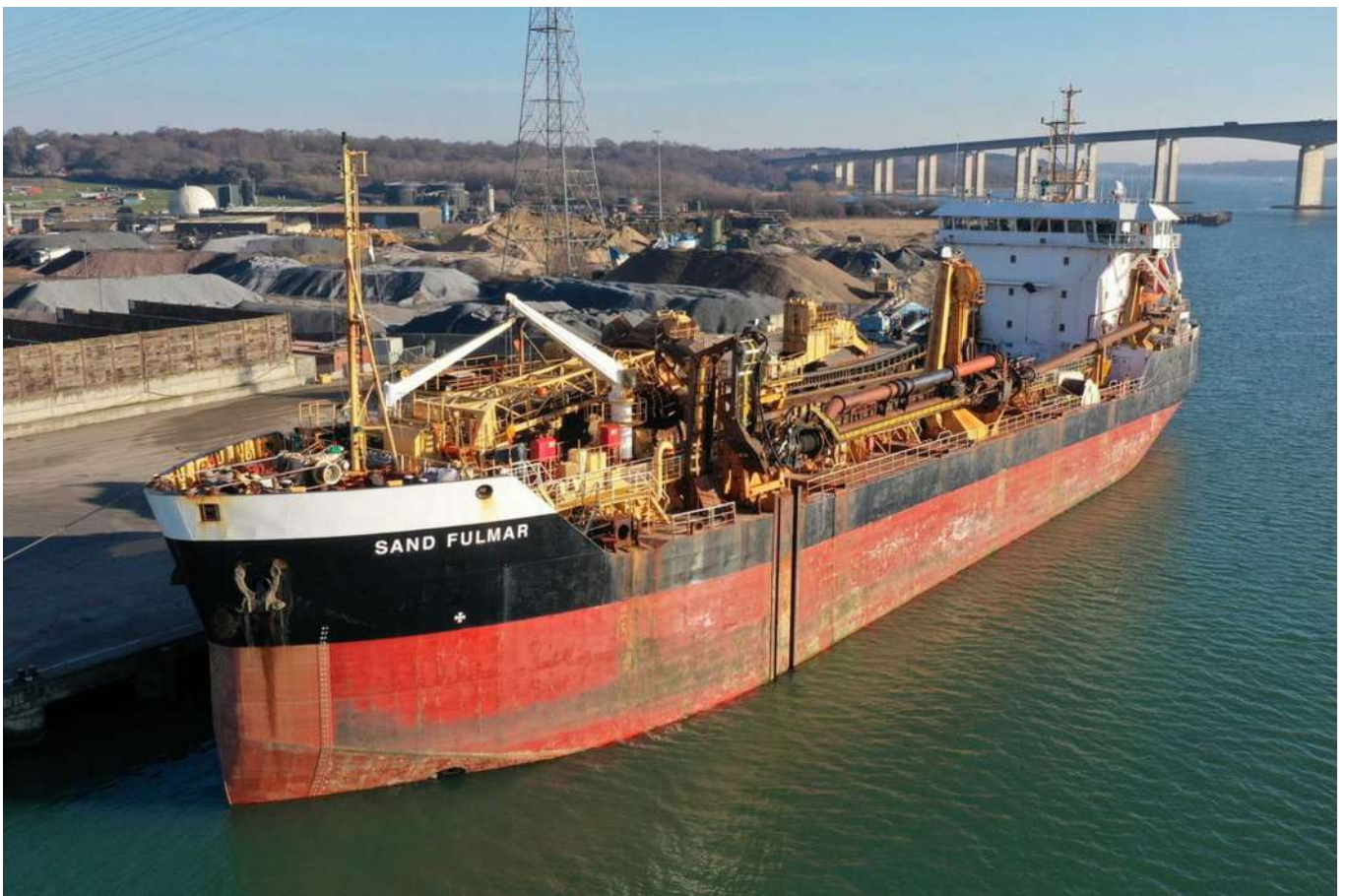




Hybrid Ecobulker “**Misje Vita**” loading grain at Cliff Quay, Ipswich on 8th February. She had arrived from Bilbao on the 3rd with what was probably a cement cargo. She was launched on 23rd of May 2022 and completed by Colombo Dockyard, Sri Lanka in September. Equipped with a Wartsila diesel for main propulsion, she can also be operated in harbours on battery power only. She is one of six of her type with the builder having also four more optional orders, which have now been confirmed. They are all designed to be converted to full zero-emissions operation when the technology develops. She left for Santander, northern Spain later on 8th February and arrived there on the 11th. Moving along the coast to San Ciprian to load after discharge at Santander, and is en-route to Odda, Norway as this is written with ETA of February 20th.

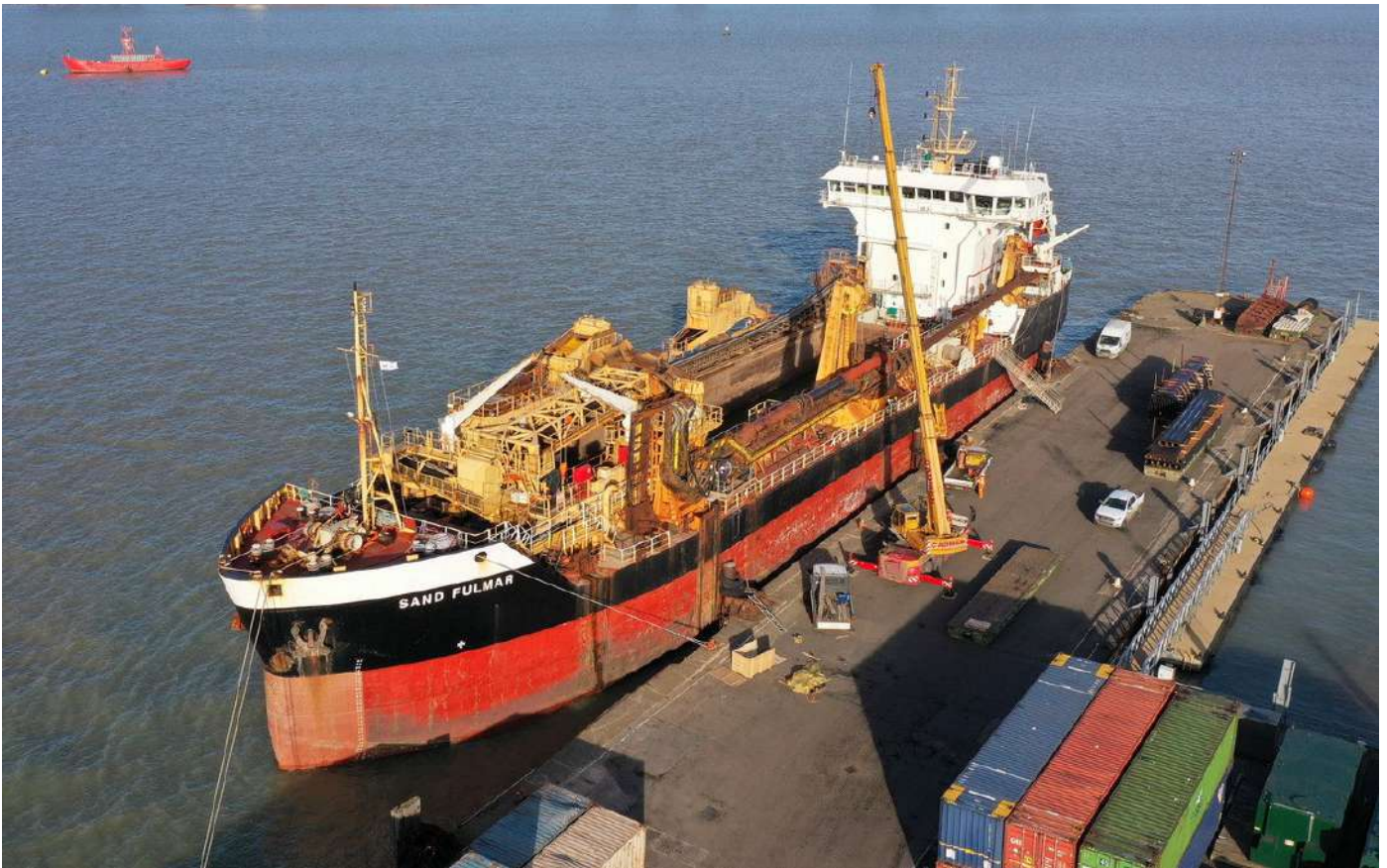


(Photos contributed)



Hard working aggregate dredger “**Sand Fulmar**” at the Old Power Station berth, Ipswich on 8th February. She has discharged her cargo of sea dredged aggregate and is awaiting departure. Built in 1998 by De Merwede, Hardixveld for East Coast Aggregates, her owners became British Dredging in 2002 and current owners since 2021 are CEMEX UK Marine of Southampton. The ship however remains registered in Cardiff as she has been since launched. *(Photos contributed)*





Having departed Ipswich on the 8th **“Sand Fulmar”** arrived at Harwich’s Navyard wharf later the same day. It looks like she is receiving some attention to her dredge pipe on the 9th February. She left for Dagenham on the 10th arriving there in the small hours of the 11th. After a short stay she left for Ostend, returning to Northfleet on the 14th. She left the Thames for Radicatel on the River Seine on the 15th a busy ship!
(Photo contributed)



Making her latest visit to Felixstowe on behalf of Zim Lines is **“Seaspan Felixstowe”** alongside on 9th February. She left for Rotterdam, Hamburg, Antwerp and Le Havre on the 11th. Built in 2002 by Samsung, Koje as **“CSCL Felixstowe”** she changed name at the end of the charter to China Shipping in 2012.
(Photo contributed)

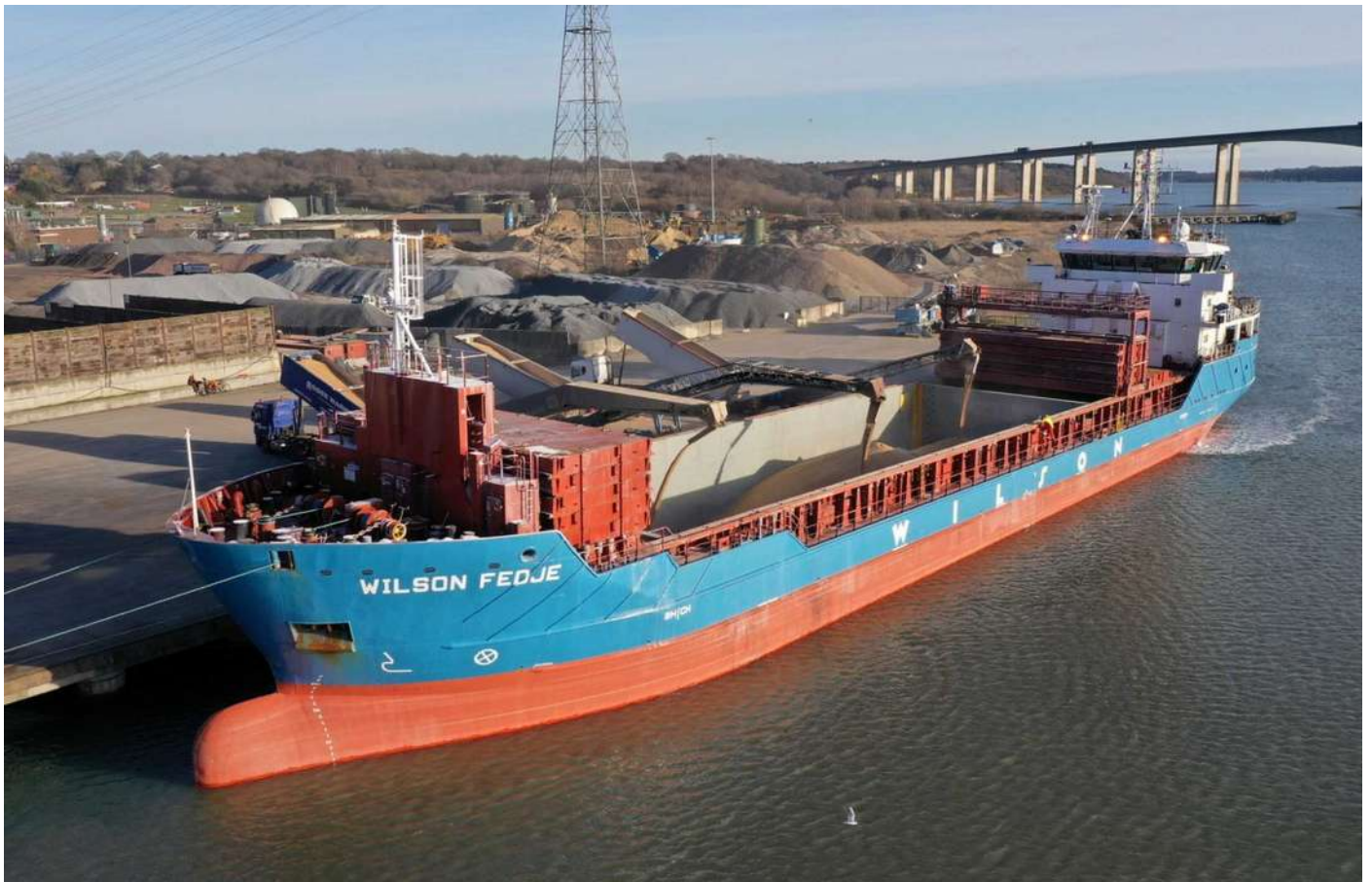


Regular caller to Felixstowe Global Ship Lease's "**GSL Kalliopi**" at Felixstowe on 9th February. She is currently on charter to Seago Line part of Maersk and with consolidation of the line into the parent, the name Seago will soon be history. The 7,849 TEU vessel was launched by Hyundai, Ulsan in 2004 as "**E.R. Seattle**" but completed as "**Cosco Seattle**". When the COSCO charter finished in 2013 she was renamed "**MSC Seattle**" and when MSC released her she was renamed "**E.R. Santa Barbara**" in 2018. Acquired by Global Ship Lease in 2019 her next long term charter began in 2021 to Maersk at \$14,500 a day. In the last quarter of 2022 the rate increased to \$18,900 per day until the third quarter of 2023. A further twelve month option afterwards is available at the same rate. The 300 metre vessel is described as post Panamax and has 814 reefer plugs and has not so far been fitted with an exhaust scrubber. After leaving Felixstowe in the late evening of the 9th, she called at Hamburg, Bremerhaven and Antwerp, before heading for Piraeus with an ETA of 25th February.



Making her maiden call at Felixstowe “**MSC Virginia**” alongside Trinity Seven berth on the 9th February, she had arrived from Sines, Portugal the previous day. Built by Jiangsu Yangzi Xinfu Shipbuilding and completed in June 2022. She is powered by a CSSC engine designed to run on LNG. She is 335 metres long and capable of 14,428 TEU. She left Felixstowe on the 10th for Rotterdam. *(Photos contributed)*





Loading grain at Ipswich's Old Power Station berth on February 9th, "**Wilson Fedje**" had arrived from Grays on the Thames on the 8th. She was fully loaded by the morning of the 11th and left for Cartagena, Spain just before midday. A product of Chinese builder, Shandong Baibuting, Rongcheng and completed in October 2012. *(Photos contributed)*





Arriving at Ipswich from New Orleans on 9th February, after spending several days at the Sunk anchorage is the 13,000 dwt “**Sinaa**”. This is her second visit to the port as she was here in April last year. Believed to have a cargo of rice after the discharge of which she left for Antwerp on the 16th. Completed as “**Egelantiersgracht**” by Van der Giessen-de Noord, Krimpen in September 1994, she was given her Inuktitut name in 2019, a language spoken in northern Canada. She alternates between the Dutch and Canadian flags seasonally, her registered owners Transport Nanuk being based in Montreal, although some of her management responsibilities are administered by Spliethoff of Amsterdam. (Photos by Derek Sands)



Assisted by “**Gray Salvor**” on the bow and “**Gray Test**” she will be turned to be head out before berthing.



Hatches up and getting ready to discharge shortly after berthing at Cliff Quay on the 9th.



(Photos contributed)



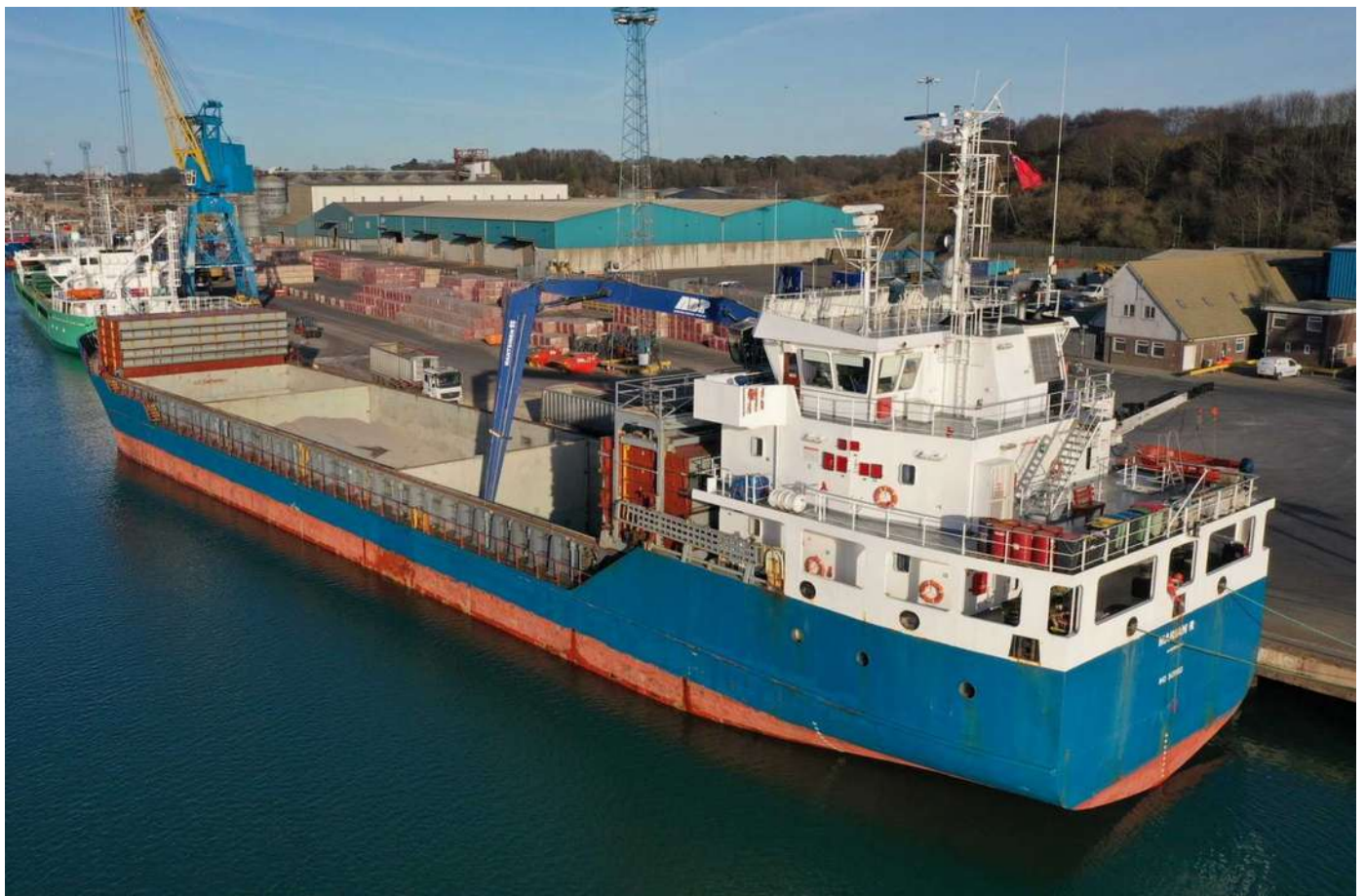
Another view of “**Sinaa**” as she prepares for a long discharge of over five days. *(Photo contributed)*

Not only has she called previously under her present name but as seen below she had been to Ipswich with onions from New Zealand more than once under her first name. Almost fully discharged and waiting to sail on 2nd May 2008 is “**Egelantiersgracht**”. Most of the cranes in the background have now been demolished. *(Photo by Derek Sands)*





“**Marian R.**” has made several recent calls at Ipswich and is seen here alongside Cliff Quay during her latest one on 9th February. She hoisted the Luxembourg flag in 2021 after she acquired her current name. Previous names are “**Calobra**, **Theda** and “**Blue Carmel**”. Constructed by Israel Shipyards Kishon Port, Haifa in 2009 she is currently managed by Vertom, Germany. She had arrived at Ipswich from Belfast and after discharge of a stone cargo she sailed for Teesport on the 10th February. *(Photos contributed)*





“Rimini” loads direct from lorries via mobile elevators at Cliff Quay on 9th September. She had arrived from the small harbour at Vlaardingen, situated near Rotterdam, Netherlands on the previous day. Her cargo of grain is bound for Zwijndrecht on the opposite bank of the Oude Maas from Dordrecht. Launched as **“Maria”** she was completed as **“Eems Spirit”** to a Dutch design by Hong Ha Shipyard, Haiphong, Vietnam in 2008. *(Photo contributed)*



Occupying number nine berth at Felixstowe on 10th February **“MSC Ditte”** had arrived from Kulayyah, Sines and Antwerp earlier in the day. She was completed in 2016 by Daewoo, Okpo and is 398.4 metres in length. She has made multiple calls at the port since 2017. *(Photo contributed)*



Departing on her regular DFDS voyage to Vlaardingen, “**Acacia Seaways**” makes fine sight on 10th January. She is partnered on this RoRo service by “**Tulipa Seaways** and “**Magnolia Seaways**”. She was completed by Flensburger Schiffbau in April 2017 and flies the Lithuanian flag. (Photos contributed)





Following the departure of “*Acacia Seaways*” and given a clear run around the Beach End “**MSC Virginia**” sails for Rotterdam on the 10th February. She was seen earlier in the newsletter whilst alongside.
(Photos contributed)





“**Stena Britannica**” was the next departure on this busy morning of February 10th! She will reach the Hook of Holland in the early afternoon and return overnight to Harwich. A well found ship she copes with rough conditions very well and is a pleasure to travel on. *(Photo contributed)*



Completing the morning's departures “**MSC Cornelia**” heads for Antwerp and Gebze, Turkey. Built 2010 by Chinese shipyard, Shanghai Jiangnan Changxing. Her previous names being “**Cornelia I** and **RHL Fiducia**”. She became “**MSC Cornelia**” in 2021. *(Photo contributed)*



Waiting at Cliff Quay for discharge to begin on 12th February recently arrived “**Vulin**” has come from Teesport. Three days later she would depart for Vlissingen in ballast. Launched as “**Pilsum**” she was completed as “**Saar Rotterdam**” by Rosslauer Shipyard in 1993. She was renamed “**Pilsum**” in 1996 and “**Heiko B**” in 1998, reverting to “**Pilsum**” in 2002. With the financial collapse of her owner Erwin Strahlmann she was sold to Turkish owners Weships and renamed “**Vulin**” in 2020. (Photos contributed)





Making her first visit to Ipswich, “**Arklow Crest**” had arrived from Belfast on the 7th February and is seen here after discharge on the 12th. She left on the 14th also for Belfast. She is the last of a series of ten ships built by Ferus Smit, Westerbroek and was commissioned in November 2022. *(Photos contributed)*





Delfzijl registered “**John-Paul K.**” at Cliff Quay on 12th February after arriving from Hamburg earlier in the day. Having left Ipswich two days later she spent some time at the Cork anchorage off Felixstowe awaiting her next job. Eventually she arrived in Hamburg to load her next cargo on the 19th. Built by the Rousse Shipyard in Bulgaria, she was completed in August 2002. *(Photo contributed)*





As can be seen from this and previous newsletters Arklow ships are frequent visitors to Ipswich. **“Arklow Beacon”** is waiting to load for Rotterdam at the Old Power Station berth on 12th February. She had moved berths whilst in the port having arrived from Dublin on the 10th. Leaving for Rotterdam on the 14th and arriving there the next day, she arrived back at Ipswich on the 17th to load for Warrenpoint, Northern Ireland. The fourth ship of a series of six built by Ferus Smit, Westerbroek, and completed in October 2014.
(Photos contributed)





BG Freight's "**JSP Mistral**" at Felixstowe on 13th February. She is on charter from German owner Jebsen Shipping Partners of Jork. Completed in May 2009 by Peters, Wewelsfleth for Euro Adventure GMBH and managed by Tom Worden GMBH of Oldendorf she was named "**Euro Adventure**". The following year she was renamed "**Meera**" under the same management. Acquired in 2016 by JSP she is also under their management. She left later on the 13th for Immingham. *(Photo contributed)*



Making her second recent call at Felixstowe "**MSC Jersey**" is alongside Trinity terminal on 13th February. She had arrived from Asyaport in Turkey and would sail later on the 13th for Antwerp, Zeebrugge and St Petersburg. Completed in 2014 in China more details are in January's newsletter. *(Photo contributed)* (34)



Calling at Gioia Tauro (Italy), Rotterdam and Gdansk before arriving at Felixstowe on 13th February, “**MSC Jade**” makes her latest call, of three days duration before setting off for Le Havre and Algeciras. Built in South Korea by Daewoo Shipbuilding, Okpo in 2016. *(Photo contributed)*



Making another call at Ipswich since her renaming from “**Thames Fisher**” last year “**Endo Levante**” appears to be still owned by James Fisher but managed from Malta now. Completed in Fisher’s home port of Barrow by Vickers in October 1997. Having arrived on 12th February she is seen here the following day and she would leave later in the evening for Kalundborg, Denmark. *(Photo contributed)*



Alongside Trinity Six at Felixstowe on 13th February “**MSC Maria Elena**”, she would only stay for 18 hours before departing for Klaipeda. It's some time since she was last here maybe as long ago as 2007, unless anyone knows different. Completed in July 2006 as “**MSC Fiorenza**” by Samsung, Koje she was soon renamed as above in the same year. *(Photos contributed)*



With a capacity of 9,200 TEU she is 336 metres long overall and makes a fine sight in the winter sun.



Three superb views of “**OOCL Hong Kong**” arriving at Felixstowe on 13th February. She set off from China on 19th January calling at Singapore and transiting Suez overnight 4/5th February. A product of Samsung, Koje in 2017 and amongst the largest container ships when built. Capacity 21,413 TEU.
(Photos contributed)





Seen in the River Orwell inbound for Ipswich from Bilbao on 14th February with cement “**Arklow Cloud**” was built in 2022 by Ferus Smit, Westerbroek as the seventh ship in a series of eight for Arklow. Having cleaned her holds after discharge she loaded grain for Santander, and departed for the Spanish port on February 21st. *(Photo by Martin Klingsick)*

In the photo below taken on the 15th discharge of her cargo by suction is well underway the next day.



(Photo contributed) (38)



Sailing from Felixstowe to Vlaardingen after making her first call at the port on 15th February **“Magnolia Seaways”** was completed as **“Tor Magnolia”** in October 2003 by German Shipyard Flensburger Shipyard to their RoRo3800 design and one of six of the type built for Tor Line. Her name was changed in 2011 when DFDS Seaways dispensed with the Tor Line name having acquired the company in 1982! *(Photos contributed)*





Regular caller “**Vilnia Maersk**” departs from Felixstowe for Bremerhaven on 15th February. One of several sisters built for Maersk by COSCO (Zhoushan), she was completed in January 2019. Her regular route normally takes her to the Baltic and she has Ice Class 1A. *(Photos contributed)*





Another view of “**MSC Jade**” at Trinity Seven, Felixstowe on 15th February, making the latest of her somewhat regular calls at the port. She had arrived on the 13th from Gdansk and would sail on the 16th for Le Havre, and Algeciras, before heading for Suez. Daewoo, Okpo constructed her during 2016 after her keel was laid in December 2015. Entered service in May 2016. *(Photo contributed)*



Head in on Trinity Six on the same day and bow to bow the ship above is “**MSC Rosa M**” which has made several previous calls at Felixstowe. Built by the same shipyard (Daewoo, Okpo) in 2010, but of much smaller dimensions than “**MSC Jade**”. She departed for Rotterdam next day. *(Photo contributed)*



Discharging at Cliff Quay, Ipswich with what is presumably wheat which she had brought from Hamburg “**Birgit G**” had arrived earlier on the 16th February. She would depart the following day for the German port of Husum. Launched in Serbia by Sava Shipyard, Macvanska Mitrovica in April 2009 she was completed in the Netherlands by Damen, Bergum the following February. Chartered by her company Gerdes of Haren/Ems to Wilson in 2016 as “**Wilson Dalvik**” she reverted to “**Birgit G**” in 2019. (Photos contributed)





Occupying number nine berth Felixstowe on her maiden voyage, on 16th February “**Ever Acme**” is the latest in a series of new ships building in the Far East. The first six were built in South Korea by Samsung, with two more coming from the Chinese yard Jiangnan. The rest will be constructed by Hudong- Zhonghua, Shanghai, with the order now extended to a total of fifteen ships. *(Photo contributed)*



“**Ever Acme**” departs for Hamburg on the 18th February. *(Photo by David Hazell)*



Two more shots of her departure on the 18th. (Photos contributed)





Turkish owned tanker **“Boyne”** passes Harwich on the February 16th bound for Parkeston tanker jetty. She has come from the Botlek Area of Rotterdam and would return there when she departed the following day. Launched as **“Nazlim”** she was completed as **“Karagol”** by Dearsan Gemi, Tuzla in July 2007. Two years later she was **“Fetekoz”** and in 2018 she was acquired by Besiktas and renamed **“Boyne”**.
(Photo by Derek Sands)



Alongside Trinity Six, Felixstowe on the 19th February **“MSC New York”** making her latest call at the port. Having come direct for Tanjung Pelapas, Malaysia she had arrived on the 17th and would depart for Wilhelmshaven on the 21st. Completed in October 2014 by STX Offshore and Shipbuilding Jinhae.
(Photo contributed)



Acquired in July 2022 “**MSC Fairfield**” was formerly “**Seamax Fairfield**” from 2020 and previously “**YM Unison**” since completed in 2006 by Hyundai, Ulsan. Her current owners are Lauma Oceanway of Cyprus who operate under MSC management. Seen at Felixstowe on the 17th February she had arrived at 03.45 hours and would depart just after 19.00 hours the same day for Klaipeda. *(Photos contributed)*





The second large vessel from CMA CGM to call recently probably heralding a change of ports from Southampton “**CMA CGM Antoine De Saint Expupery**” is seen arriving from Rotterdam for her first call at Felixstowe on 20th February. The 400 metre vessel was completed in the Philippines by HHIC-Phil, Subic, in 2018. She departed for Suez on the 22nd. *(Photos contributed)*





Exhibiting a rather careworn appearance on 21st as she is berthed at Trinity Terminal, Felixstowe, this is thought to be the first call for **“MSC Ronit R”**. Arriving earlier on the 21st from Bremerhaven, she would depart after just eleven hours in the port for Antwerp, Le Havre and Boston, USA. Starting life as **“P&O Nedlloyd Heemskerck”** when completed by Hyundai, Ulsan in 2005 she was renamed by her German owners for a charter to Mitsui as **“MOL Cullinan”** in 2006. The charter ended in 2014 when she was renamed **“Santa Regina”** by Claus-Pieter Offen. Sold the next year to Bocimar of Belgium as **“Mongoose Hunter”**, she came under the MSC banner in 2019 with her current name. (Photos contributed)





“MSC Flavia” arriving at Felixstowe from Sines, Portugal for what is at least her fourth visit to the port on 21st February. She was completed in February 2012 by STX, Jinhae. She is capable of 12,400 TEU and is 366 metres in length. *(Photos contributed)*





Passing Felixstowe inbound from Tananger, Norway to Parkeston number 3 berth on 22nd February **“Atlantic”** is a fast general cargo ship capable of 18 knots and built to the Hartmann trader 18 design. Launched by Partner Shipyard, Police, Poland in January 2010, she was completed by Shipkits Groningen in November the following year. *(Photo by David Hazell)*



Passing Harwich inbound also on the 22nd. *(Photos by Derek Sands)*



A couple of impressive aerial photos of her as she entered the harbour. (*Photos contributed*)



She left for Izmir in Turkey on the 24th with the only noticeable alteration to her draft, a small difference at the stern. It's not known what cargo she handled at Parkeston but Tananger is a base for several oil companies.



Having arrived at Ipswich from Immingham on February 20th, **“Amethyst”** is seen outbound in the mouth of the River Orwell on the following day bound for the same port. Built by R.M.K., Tuzla in 2002 for Christiana Shipping A/S as **“Laila Theresa”**. They changed her name to **“Hanne Theresa”** in 2005 and she moved on to Unibaltic in 2018 under her current name.

(Photo by Derek Sands)

“Wilson Gdansk” enters the harbour on February 22nd bound for Ipswich. Her high bridge indicates she is also available to work in the container trades with a capacity of 168 TEU overall. She was also equipped with two cranes on her port side which were removed later probably on her acquisition by Wilson in 2005. A busy ship her ports of call previous to arriving here were, Rouen, Vene Balti (Estonia), Hamina (Finland) and Hull. Built by Slovenske Lodenice, Komarno in 1993 as **“Rugen”** she was **“Seaprincess”** in 1997 and in 1998 **“Carrier”**, before starting her Wilson Career. *(Photos contributed)*





Heading for Ipswich to load for Marin, Pontevedra, Spain on 22nd February is “**Arklow Archer**”. She was added to the Arklow fleet in July 2020 when completed by Ferus Smit, Westerbroek. Her previous port was Immingham and she would depart for Marin on February 25th with an ETA at the Spanish port on 1st March. *(Photos contributed)*



Brightlingsea Shipping



Emerging out of the bright sunlight **“Icelandica Hav”** arriving on February 9th from Figueira da Foz, Portugal. Her cement cargo was unloaded between tides and she left early the next day for Ghent.
(Photo by Jim Griffiths)



Setting off from Figueira da Foz on 14th February **“Nordica Hav”** arrives Brightlingsea just before midnight on the 19th. After the usual swift discharge of her cement cargo she left just over 12 hours later on the next tide. Her next port was Rotterdam where she loaded for Husum, Germany. Details of both ships are in earlier editions of the newsletter. (Photos by Jim Griffiths)

Mistley Shipping



“Scot Navigator” arriving early on 9th February from Inverness with woodchips. Built in 2017 by the GS Yard, Waterhuizen, Netherlands.

(Photos by Steve Cone)

Having completed discharge on the 10th she sailed on the 11th for the Danish port of Aalborg.





Inbound from Aalst with bricks for Mistley on 15th February, **“Figaro”** is seen passing Harwich. A regular in the Haven ports she was launched as **“Hansa Marseille”** by Leda Shipyard, Korcula, Croatia and completed in the Netherlands by Peters, Kampen in September 2003 as **“Christine”**. In 2007 she was sold and became **“Tharsis”** for Dutch owners. Sold again in 2011 she was registered by new owners Waterway Shipping under the flag of St Vincent and Grenadines. In 2022 the flag was changed to Latvia and port of registry to Riga. She is managed by Baltnautic of Klaipeda. She sailed for Tilbury to load grain for Karlshamn, Sweden on 16th February. (Photo by Derek Sands)

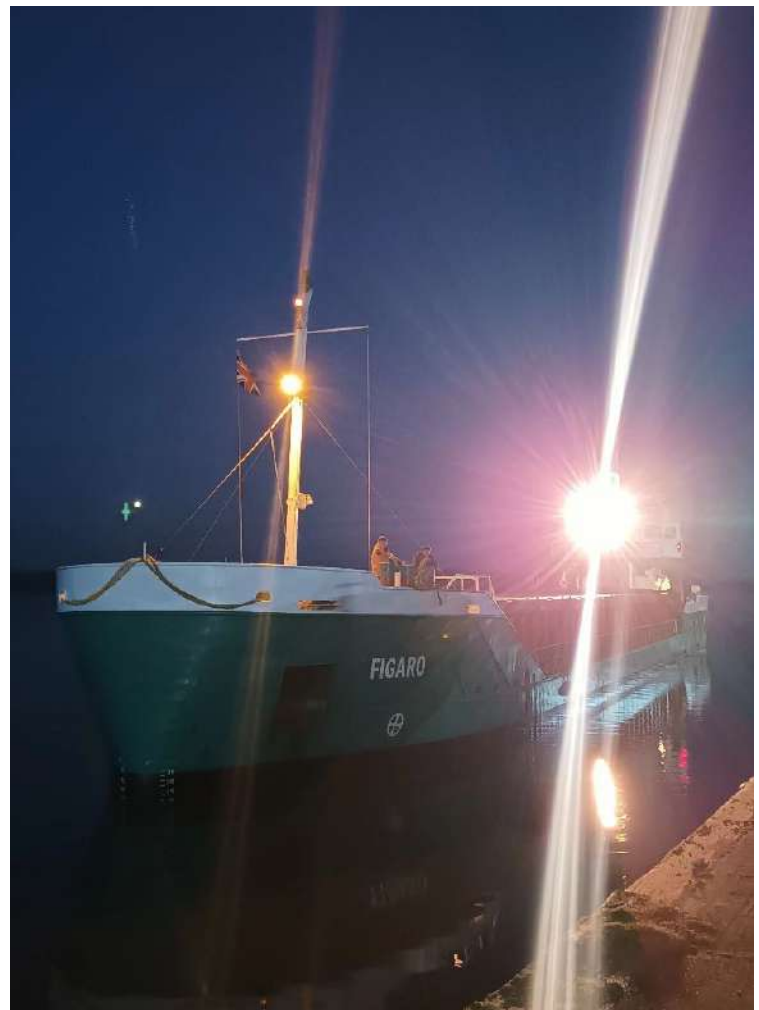


Heading up the Stour in this aerial shot she looks well kept and belies her twenty years of service. (Photo contributed)



A stern view as she passes Shotley in the background. *(Photo contributed)*

Here she is seen leaving Mistley on the evening tide of the 16th. *(Photo by Steve Cone)*



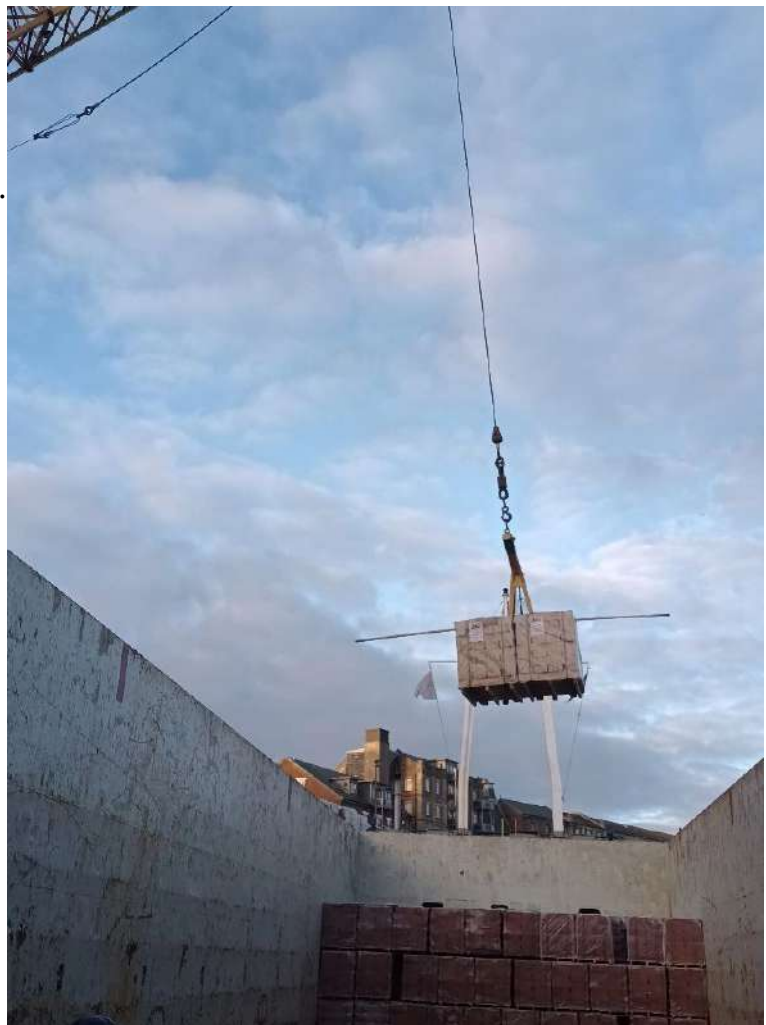


Arriving at 01.45 on 24th February with bricks from Aalst, **“Alert”** a ship that has called in the Haven ports under all her previous names too. Launched by Daewoo-Mangalia, Romania in June 2000 she was completed in the Netherlands by Pattje, Waterhuizen five months later. Initially named **“Marlin”** for German owner Frank Dahl she became **“Amy”** in 2015 for other German owners. In 2021 she had the name **“Annika B.”** for a year before coming under the Dutch flag as **“Alert”** for BB Shipholding BV of Waalwijk.

(Photo by Steve Cone)

Unloading of her cargo goes on rapidly on 25th of February as she sails on the next tide.

(Photo by Steve Cone)





Hatches closed and ready to sail at Mistley on the 25th
(Photo by Derek Sands)

With assistance supplied by “**Gray Test**”, “**Alert**” departs Mistley on 25th February.
(Photo by Steve Cone)



Heading downriver bound Rotterdam.
(Photo by Derek Sands)

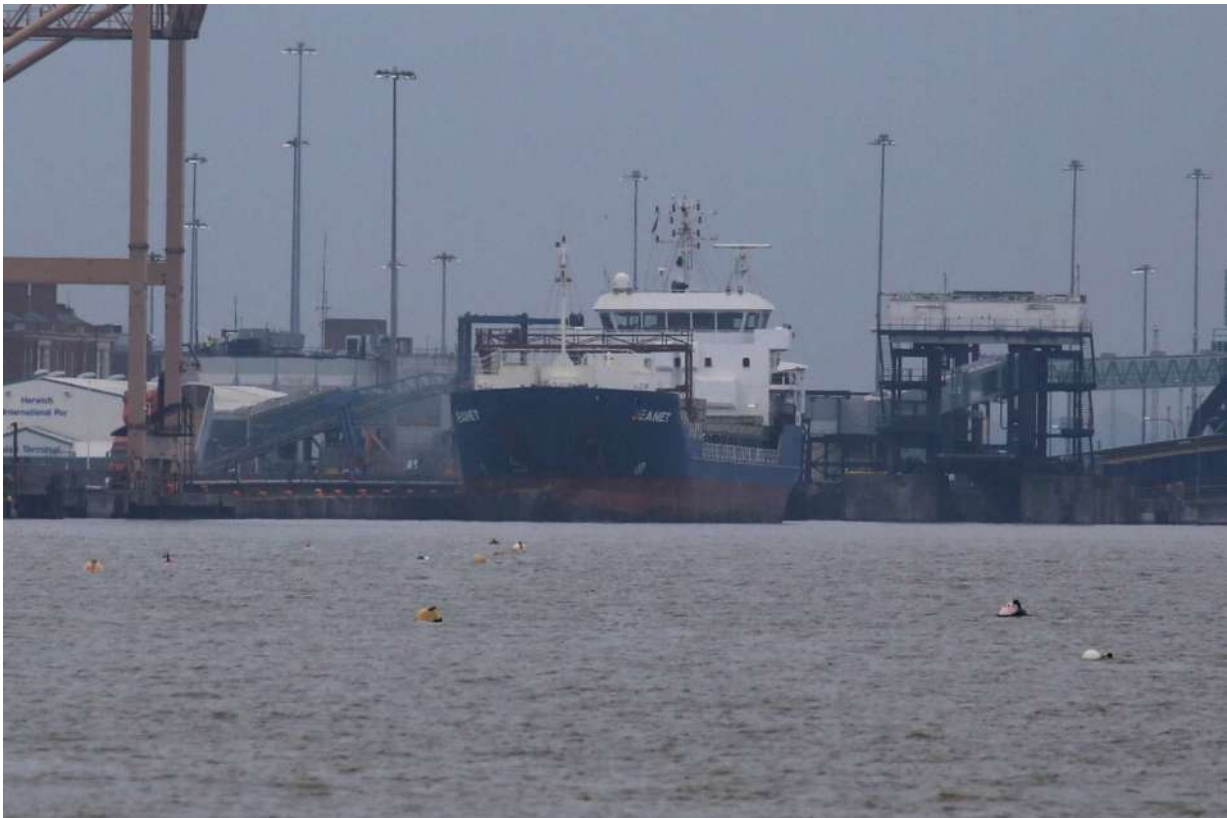
Struggling away from Felixstowe in strong winds



“Magnolia Seaways” was unable to get off the berth on 17th February due to strong winds. Calling first one tug to assist **“Svitzer Shotley”** tried to get her off but soon called **“Svitzer Deben”** to help. It's rumoured the thrusters on the ship are underpowered, so she will provide more work for the local tugs.

(Photo by Derek Sands)

Grain shipments return to Parkeston Quay



After a long period when the shed at Parkeston was just used for storage, grain arrived by lorries on 22nd February and was loaded to **“Jeanet”** by mobile elevator. The option of using the crane and grab is no longer available due to it being unserviceable. This was the third time **“Jeanet”** has loaded here and the second time she has arrived in ballast from Ipswich. She left on 24th for Rotterdam *(Photo by Derek Sands)* (60)

Specialised wind farm support ship arrives



Passing Harwich on 15th February as she arrives direct from her builders Astilleros Gondan, Spain, who only completed her on February 9th is “**Edda Boreas**”. (Photo by Derek Sands). Whilst at Parkeston she loaded a workboat constructed at Great Yarmouth and named “**Boreas Worker**” seen in the photo below.



(Photo contributed)

In the photos below it can be clearly seen she arrived without the work boat, and it then can be seen on her departure in the bottom photo. Later on the 15th when she departed for Frederikshavn, Denmark.

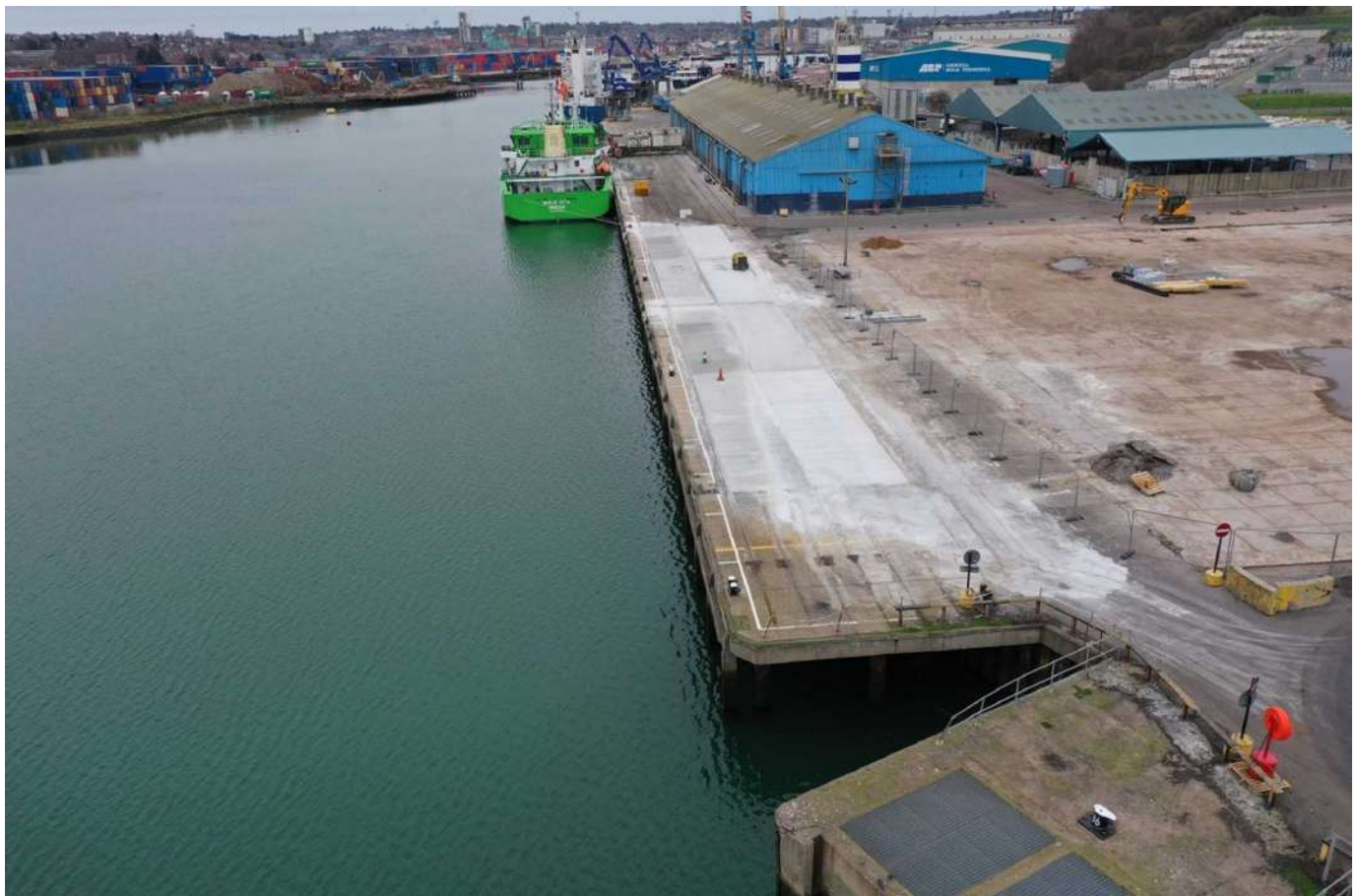


She reversed her course off Great Yarmouth and arrived back at Parkeston Quay on the 16th. Leaving again for Frederikshavn on the 21st she arrived there on the 24th. It's not known why she returned to Parkeston.
(Photo contributed)

Site of former No.2 shed cleared at Ipswich port



As can be seen in the two photos on this page, work is now almost complete on clearing the site of the former No2 shed. Remedial work on the quayside itself has taken place with the removal of some redundant crane and railway lines. In some places they are still evident and will probably remain in situ for the time being. Photos were taken on 4th of February. *(Photos contributed)*



Felixstowe Ferry sea defence work

Granite boulders being used in sea defence works at Felixstowe Ferry seen here on 4th February being brought by lorries on the short trip from Felixstowe port where they were landed on 15th January by “Edmy” which brought them from Rekefjord, Norway. (See last month's Newsletter). (Photos contributed)



Blast from the past



Cargo discharge is well underway in Felixstowe Dock Basin on **“Shetland”** captured on 25th August 1983. Built as **“Algenib”** in 1966 for Richard Adler’s Argo Line by Finnish yard, Wartsila, Turku and similar to ships built for Finnish owners. She went to the Greek flag in 1981 without a change of name and the following year hoisted the Liberian flag initially, and then that of Cyprus later in the year when her name was changed to **“Shetland”**. In 1985 she went to Sri Lankan owners as **“Mercks Colombo”**, they kept her three years before selling her on to Astor Shipping of Monrovia and she donned the flag of Liberia as **“Palmyra”**. Next in 1991 she was renamed **“Man Meet”** for Galaxy Shipping of Kingstown, St Vincent, who passed her on the next year to Delta One International as **“Delta Express”**. A change of name and flag came in 1994 when she became **“Melanie M”** of Pos Navy Group of Beirut. After four years the Cambodian flag was hoisted for United Service SA without a name change. Whilst en route from Turkey to Karachi with steel products she foundered in the Red Sea off Port Sudan on 9th August 1998. (Photo by Mick Warrick)

Newsletter compiled by Derek Sands and edited by Neil Davidson.

With thanks to David Hazell for his many contributions.

Also thanks to the following: Steve Cone, Mick Warrick, 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.

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