



*(Photo contributed)*

**The next meeting of the branch will be on 10<sup>th</sup> April at the Felixstowe Museum at 7.30pm. Parking is available adjacent to the museum (inside the gates).**

**The presentation will be DVDs produced by the master of an open hatch bulk carrier, showing cargo handling, sailing etc and ports in Brazil, North America and the Far East.**

**If you receive this newsletter and you are not a member of the World Ship Society you are welcome to come along to a branch meeting without obligation.**

## Recent Callers



Passing Felixstowe inbound for Ipswich on the 27<sup>th</sup> February, “**Anmiro**” has come from Viewrow in the eastern part of Germany. The rail served port is well known for exporting wheat, so we presume this to be her cargo. A typical example of a ship built by Slovenske Lodenice, Komarno in Slovakia. She was completed in January 2009 for Deddeborg of Germany and is managed by Briesse Schiffahrts of Leer. Flying the flag of Antigua and Barbuda, she has carried her name since her launch in October 2008. *(Photo contributed)*

Below she is seen from ground level in a photo by *(David Hazell)*





Following “**Anmiro**” into the harbour is Wijnne Barends “**Lady Alida**”. She has come from Belfast with a stone cargo. She would leave in ballast for Boston on the 28<sup>th</sup>. One of a series of twelve built at the GS Yard, Waterhuizen, Netherlands, she was completed in April 2016. *(Photo contributed)*

Below she is seen from ground level as she passed Felixstowe inbound for Ipswich. *(Photo by David Hazell)*





Two aerial views of “**Sultan Atasoy**” as she passes Felixstowe on her way to Ipswich on 27<sup>th</sup> February. She has come in ballast from Great Yarmouth after a five day stay there. She will load for Dumyat (Damietta) and would leave for the Egyptian port on March 5<sup>th</sup>. Built in Yavlova, (some sources say Altinova !) Turkey by Yarsarsan Gemi and completed in June 2010, for Turkish owners. *(Photos contributed)*





Seen from ground level as she passes Felixstowe's viewing area. (Photos by David Hazell)





Providing a good view of her exhaust scrubber, “**Acacia Seaways**” sails from Felixstowe for Vlaardingen on 27<sup>th</sup> February. Now flying the Lithuanian flag she was built in Germany by Flensburger as “**Meleq**” for Turkish owners in 2017. DFDS Seaways AB-Lithiania acquired her in 2021. (Photo by David Hazell)



Entering the harbour on 27<sup>th</sup> February, “**MSC Mara**” is arriving direct from Colombo, Sri Lanka. (Photo contributed)



Launched on 3<sup>rd</sup> November 2022 “**MSC Mara**” was completed in January 2023 by Hyundai Heavy Industries.  
(*Photo contributed*)

Below she is seen passing the viewing area in this photo by (*Mick Warrick*)





Two more views as she arrives and heads for her berth with tug assistance. *(Photos by David Hazell)*







Just entering the harbour on her way to Parkeston tanker jetty on 27<sup>th</sup> February “**Stolt Sandpiper**” had left Rotterdam the previous day and would spend just one day at Parkeston before leaving for Antwerp. Chuandong Shipyard, Chongqing, China launched her in May 2011 and she was completed in October. *(Photos contributed)*





A welcome increase to cargo handled at Harwich's Navyard Wharf is cement from Portugal. Seen here arriving from Lisbon on 27<sup>th</sup> February with another cargo is “**Wilson Dagenham**”. She left the following day for Delfzijl, to load for Immingham. Built for Wessels of Germany by Slovenske Lodenice, Komarno as “**Peleus**”. She had a protracted build having her keel laid in June 1998 and launched in May 2009! She was not completed until late November 2009. Chartered to Wilson in 2020 she was renamed, Wessels and Wilson have had a close association since then. *(Photos contributed)*





Captured outside the harbour in the approach channel just before the sharp turn at the Beach End on 28<sup>th</sup> February is “**MSC Viola**” on her maiden voyage, she was only completed on 9<sup>th</sup> January by CSSC (Tianjin) Shipbuilding, China. She has come direct from Malaysia’s Tanjung Pelepas leaving there on 29<sup>th</sup> January. *(Photos contributed)*





Negotiating the Beach End turn with an impressive 16.7 metre draft. *(Photo by Derek Sands)*



Beginning a port swing with tug assistance. *(Photo by David Hazell)*



Port swing half completed as the tugs manage her impressive bulk with ease. Below she is now “head out” and making the final approach to the berth. *(Photos by David Hazell)*



She would leave for Rotterdam on 1<sup>st</sup> March.



“**Alvanith**” making another call at Ipswich on 1<sup>st</sup> March as she arrives from Immingham. Built in Turkey by Istanbul Tersanecilik, Istanbul, she was completed in May 2021 for Unibaltic. She is registered in Limassol and flies the Cypriot flag. After discharge she left for Hamburg on the 2<sup>nd</sup>. (Photos by Alex Dace)





Passing the quays at Felixstowe inbound as she heads for Ipswich on March 1st **"Fri Brevik"** has come from Rotterdam, most probably with a soya cargo. Built in 2001 as **"Polar Sky"** for Dutch owners by Peters Scheepswerf, Kampen. Renamed **"Frisian Sky"** in 2004 by Boomsma Shipping BV, she was then sold to Kopervik Shipping and renamed **"Fri Brevik"** in 2010. In the photo below she is heading up the River Orwell, for Cliff Quay, Ipswich. She would sail on the 4<sup>th</sup> for Vene Balti, Estonia via the Kiel Canal with an ETA of 8<sup>th</sup> March. (Photos by Alex Dace)





**“Gothica”** familiar in the harbour under her previous name of **“Stena Gothica”** she has since been acquired in September 2024 by Ukrainian owners based in Odessa. She has come from Misurata, Libya (via Malta for bunkering). Now heading for Parkeston Quay on 4<sup>th</sup> March to load second hand vehicles. She has a long history since she was built in Italy by Nuovi Cant Apunia, Marina di Carrara, in 1982 for Greek owner Castello Hellas as **“Lucky Rider”**. In 1984 she was **“Stena Driver”** for Stena Challenger, Nassau, but the following year Sealink (UK) Ltd, Bermuda became owners and she was renamed **“Seafreight Freeway”**. Next Nav Maritime Bulgare of Varna were her owners in 1988 as **“Serdica”**. She once again switched to the Bahamas flag in 1990 as **“Nordic Hunter”** for Hornet Shipping. Early in 1991 she was renamed **“Arka Marine”** by a company of the same name based in Nassau. Late in the same year she switched to the Danish flag as **“Ask”** running Baltic services from Travemunde and Rostock for Scandlines and later Stena. She was re-engined in 1993 and again in 1999 before being lengthened in 2000. 2015 saw her renamed by Stena Rederei as **“Stena Gothica”** (Photo contributed)





*(Photo contributed)*



Passing Harwich outbound in fading light on 5<sup>th</sup> March, with a full load for Famagusta. *(Photo Derek Sands)*



Ipswich is the destination for **"Baltic Fin"** as she enters the harbour on 4<sup>th</sup> March for her second visit. She has German owners and was built in 2023 by Damen Yicheng, with outfitting in Damen's Gorinchem yard. She has had a short voyage in ballast from Dagenham and has come to load for Waterford, and would leave for the Irish port on the 6<sup>th</sup>. (Photos contributed)





Loading alongside Cliff Quay, Ipswich on 4<sup>th</sup> March, “**Sultan Atasoy**” had arrived in ballast from Great Yarmouth on 27<sup>th</sup> February. She left Ipswich for Damietta (Dumyat) on the 5<sup>th</sup> March and bunkered at Cueta on the 13<sup>th</sup>. She had an ETA in Damietta of 23<sup>rd</sup> March. Built in Turkey by Yasarsan, Yalova in 2010, for Turkish owners. (Photo contributed)



A fairly frequent caller at Felixstowe when her name did not have the V suffix “**MSC Monterey V**” alongside Trinity Terminal on 4<sup>th</sup> March. Launched as “**Buxvillage**” by Daewoo, Mangalia, she was completed in September 2007 as “**MSC Monterey**”. (Photo contributed)



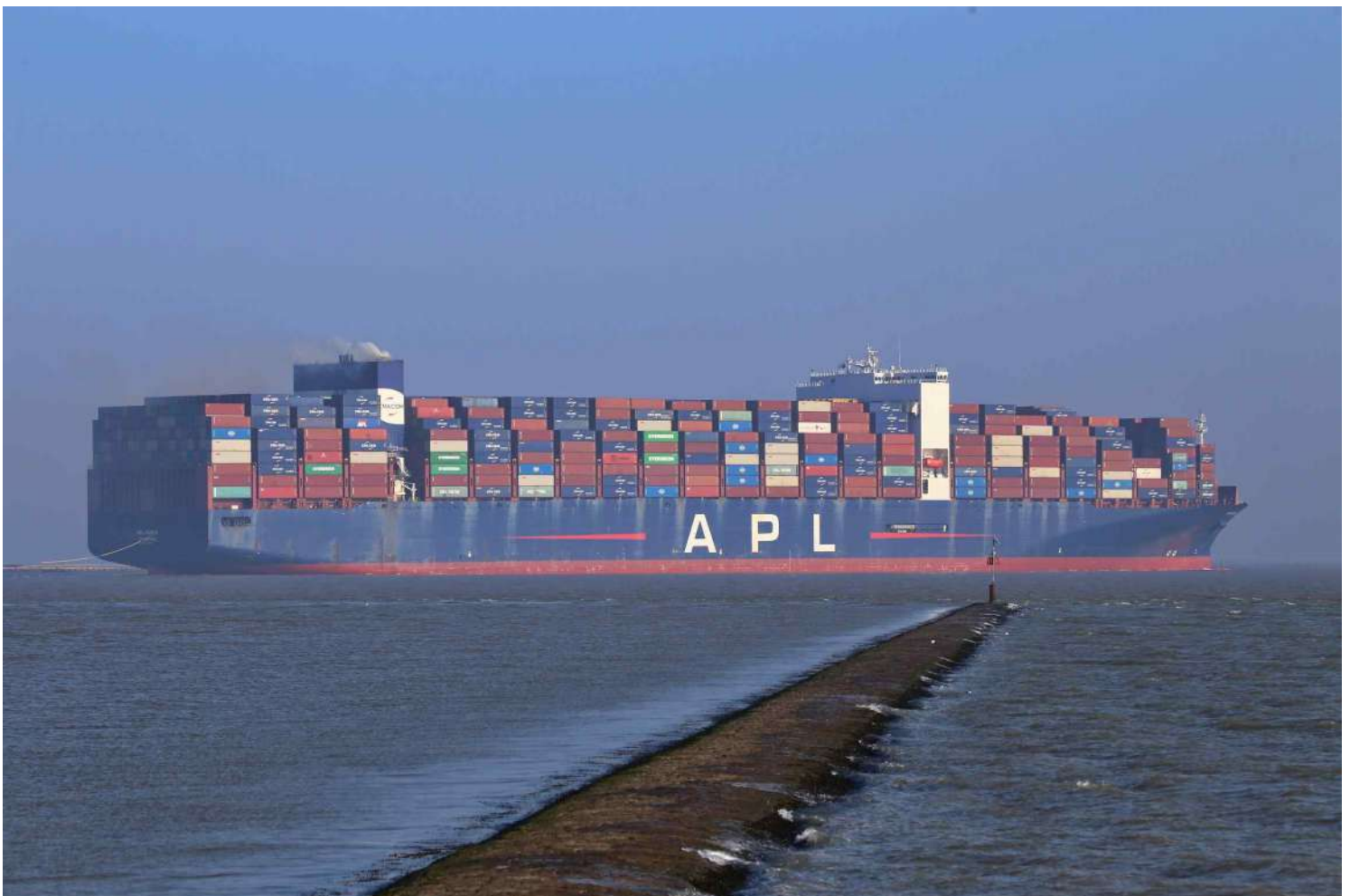
A first time visit by “**APL Vanda**” to Felixstowe’s Trinity Terminal. She had arrived earlier on 4<sup>th</sup> March from Rotterdam. Built by Hyundai, Samho in 2013, she was lengthened by 29 metres in 2018. *(Photo contributed)*

Below she is seen sailing on the 5<sup>th</sup> for Algeciras, Spain and Port Klang, Malaysia. *(Photo by Derek Sands)*





Two more shots as she exits the harbour with the stern tug still attached. (Photos by Derek Sands)





In superb light for photography, **“Patricia Esseberger”** passes Harwich outbound on the 7<sup>th</sup> March. She was heading for Rotterdam to load after discharging her cargo from Antwerp at Parkeston tanker jetty. She was built at Neuenfelde near Hamburg by the renowned builder J.J. Sietas in 2000. *(Photo by Derek Sands)*



Making her second appearance in the newsletter, **“Katharina Schepers”** arrives from Rotterdam for BG Freight on 9<sup>th</sup> March. She came from the Chinese yard of Sainty Shipbuilding (Yangzhou) in 2012. *(Photo by Alex Dace)*



With tugs working hard to get her safely round the Beach End turn in the Felixstowe approach channel “**MSC Claude Giradet**” arrives on 7<sup>th</sup> March from Antwerp. (Photos by Alex Dace)





*(Photo by Alex Dace)*



*(Photo by Derek Sands)*





Looking very impressive as she glides into the harbour. After a three day stay she departed for Algeciras and Singapore. (Photos contributed)



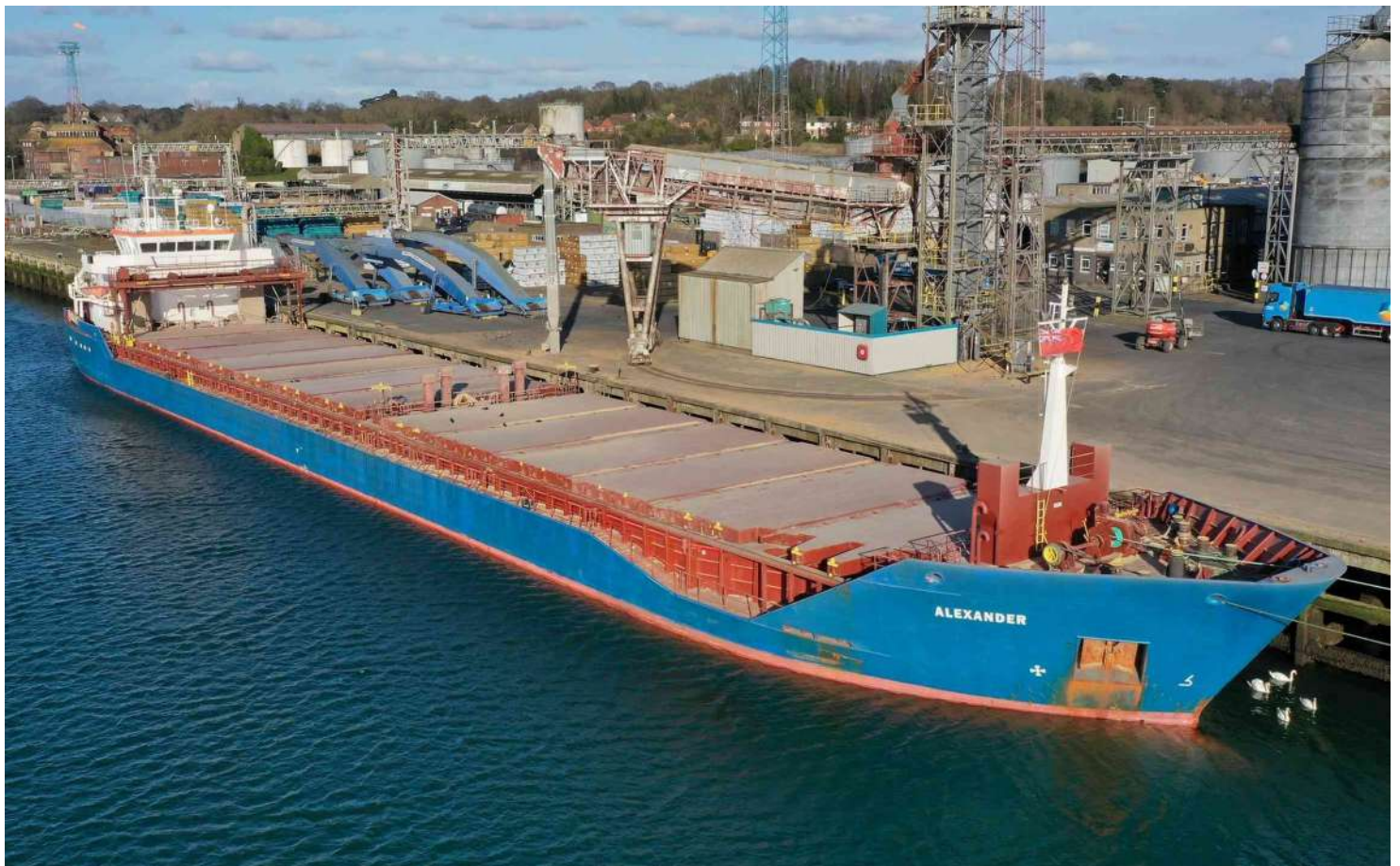


Neat and tidy **“MSC Sena”** makes her first call at Trinity Terminal, Felixstowe for a number of years. She arrived on the 9<sup>th</sup> March from Bilbao, Le Havre and Antwerp. She left the following day for Liverpool, Greenock, Malaga and Bilbao. Launched by Halla Shipbuilding, Inchon in January 1996, she was completed at Halla, Samho in March. Her German owners Detjen immediately chartered her to Zim Lines as **“Zim Sydney”**. At the end of the charter in 2000 she was renamed **“Rhein”**. E.R. Schiffahrts acquired her in 2002 as **“E.R. Albany”** and chartered her to CMA CGM in 2004 as **“CMA CGM Egypt”**. She was renamed **“Macandrews America”** by CMA CGM subsidiary Macandrews in 2006, and reverted to **“E.R. Albany”** in 2007. She became **“MSC Sena”** in 2013. (Photos contributed)





Loading finished for the day at Ipswich grain terminal on 9<sup>th</sup> March “**Alexander**” had arrived from Rotterdam the previous day in ballast. Built in 2009 by Bodewes, Hoogezand to the Trader 7575 design as “**Cecilia**” for Erwin Strahlmann. In 2021 financially troubled Strahlmann sold her to other German owners Jens and Waller of Drochtersen. She joined their fleet as “**Alexander**”. She sailed for Londonderry on 11<sup>th</sup> March and can be seen in the photo below with hatches battened down and ready to depart. *(Photos contributed)*





Another former Strahlmann vessel, “**Ruhrtal**” owned by HS Bereederungs of Haren/Ems, she is on charter to Baltic Shipping A/S. Built by Slovenske Lodenice, Komarno as “**Suderau**” in 2005 and upon Strahlmann’s insolvency was acquired by HS as “**Ruhrtal**”. Heading to Ipswich on 9<sup>th</sup> March from Belfast with a stone cargo. She would sail the following day for New Holland on the Humber to load for Antwerp. (*Photos contributed*)





“Maersk Hamburg” making a port swing prior to berthing on 11<sup>th</sup> March. Bow tug is Felixstowe’s fifth tug having an outing, “Svitzer Vidar” which seems to be managing the large “Maersk Hamburg” without problems. “Maersk Hamburg” had come from Tanger Med and would sail for Hamburg, Antwerp and London Gateway on the 13<sup>th</sup>. She was built in 2018 by Hyundai, Ulsan. (Photos by Derek Sands)





A closer look at “**Svitzer Vidar**” as she leads the Maersk ship’s port swing. She was built in Spain by Zamakona, Santurtzi as “**R Catalunya**” in 2005 for Remolcadores, Barcelona. She operated in Barcelona until 2016 when acquired by Svitzer and renamed. She was based in Bremerhaven from 2016 to 2019 and then came to the Thames in 2019. She has been based at Felixstowe since 1<sup>st</sup> October 2024. Normally the bow tug tows over the bow in a bow to bow configuration, but it seems “**Svitzer Vidar**” has not got this capability. *(Photos by Derek Sands)*





At one hundred and seventy metres and nearly 18,000 GT “**Containerships Arctic**” is somewhat large for a feeder vessel. Capable of 1,380 TEU she was built in China in 2019 by Guangzhou, Wenchong. Having arrived from Teesport in the early morning of 11<sup>th</sup> March she would set off for Rotterdam later the same day.  
*(Photos contributed)*





“**Wilson Odra**” at Ipswich West Bank on 11<sup>th</sup> March with heavy lift crane in attendance. She had arrived the previous day with cable reels from NKT, Landskrona and they can be seen in the background. Built in Romania by Tulcea SN as “**RMS Voerde**” in 1999 for BWK Schiffinvest. She was chartered to Wilson in 2015 and renamed “**Wilson Odra**”. Owners became Rhenus Schiffinvest in 2018, and Wilson acquired her in 2021. *(Photo contributed)*



Previously at Felixstowe from the 11<sup>th</sup> to 13<sup>th</sup> February, “**MSC Fatma**” made another visit in March arriving on the 10<sup>th</sup> from Klaipeda. She is seen here departing for Rotterdam and Port Klang, Malaysia on the 12<sup>th</sup>. She was built in South Korea by Hyundai, Ulsan in 2022. *(Photo by Alex Dace)*





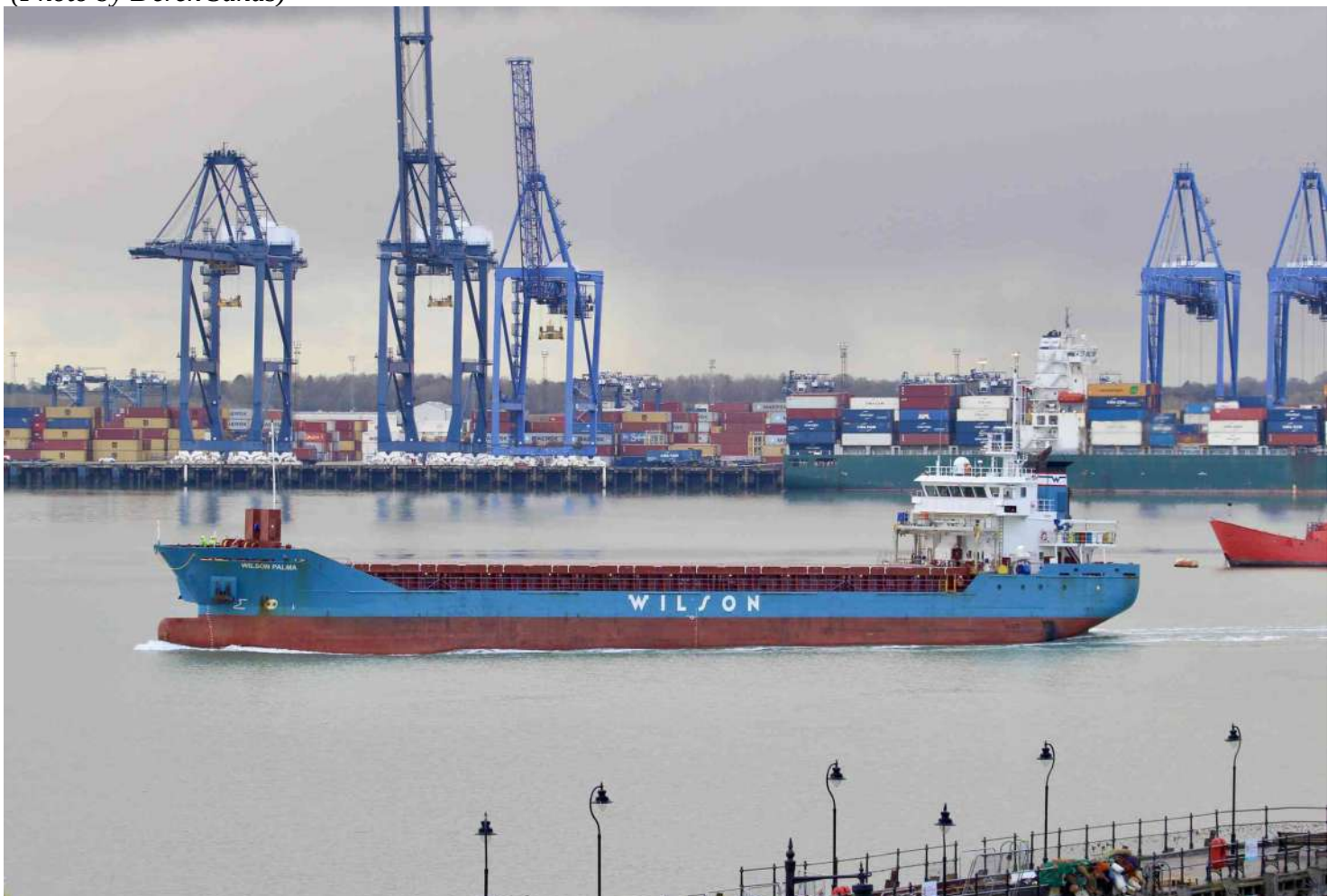
It's the 13<sup>th</sup> March and “**Wilson Palma**” enters the harbour for what is probably her first visit under her current name. She has come in ballast from Rouen to load at Parkeston Quay. *(Photos contributed)*





With the current restricted access to Ha'penny Pier, Harwich, the photographer resorted to standing on a bench to get a decent photo. She was built for Portuguese owners as “*Chaves*” by Leninska Kuznya, Kyiv in 2009. Her name changed to “*Tejo Belem*” in 2017 and she was acquired and renamed by Wilson in June 2023.

*(Photo by Derek Sands)*



The advantage of a higher viewpoint is exploited in this shot by *(Alex Dace)*



Now fully loaded with grain from the storage shed at Parkeston Quay, this is the first shipment for a very long while - the grain has been in the shed for what seems years! **“Wilson Palma”** is heading for Greenore in the Irish Republic on 17<sup>th</sup> March. (Photos by Derek Sands)





**“Svitzer Deben”** waits patiently for **“MSC Stacey”** to enter the harbour for the first time on 15<sup>th</sup> March. Below **“Svitzer Kent”** and **“Svitzer Shotley”** working hard to get the fully laden ship around the Beach End corner in the approach channel. (Photos by Derek Sands)





Two superb aerial views of “**MSC Stacey**” as she arrives from Tanjung Pelepas, Malaysia. She had set off from Yangshan Deep Water Port, China on 29<sup>th</sup> January calling at Yantian and Singapore anchorage and had left Tanjung Pelepas with a draft of 16.2 metres. Only handed over by her builders Daewoo, Okpo on 16th January 2025, this is her maiden voyage. She is on charter to MSC from Zodiac Maritime of London. She left for Zeebrugge on the 18<sup>th</sup>. *(Photos contributed)*





Roughs Tower fort looks on as “**MSC Taerim**” heads for Felixstowe for the first time on 16<sup>th</sup> March. Antwerp was her last port where she spent just over one day in dock. Built in China by Fujian Southeast Shipbuilding, Fuzhou, she was launched in June 2024 and completed in August. She is largely hatch less as witnessed by the breakwater and heightened hatch coamings. *(Photos by Derek Sands)*





Alongside at Trinity Terminal on the 17<sup>th</sup> March, her hatch less design can be clearly seen. She would depart for Liverpool, Greenock and Le Havre on the 18<sup>th</sup>. (Photos contributed)





Bringing a wheat cargo from Viewrow, Germany “**Kerda**” heads for Ipswich on 17<sup>th</sup> March. Tallinn based Hansa Shipping acquired her in February 2024 so this is her first visit since her renaming. She was built for Briese Schifffahrts as “**Nordersand**” in 2004 by the Rouse Shipyard, Bulgaria. After discharge she sailed on the 19<sup>th</sup> for Rotterdam. *(Photos contributed)*







Currently chartered from Global Ship Lease by Maersk at until at least the end he end of 2027 with an option till the end of the second quarter of 2029 “**GSL Eleni**” arriving at Felixstowe on a dull March 17<sup>th</sup>, from Rotterdam. She was launched as “**E.R. Shenzen**” for German owners by Hyundai, Ulsan and completed in July 2004 as “**Cosco Long Beach**” for a charter to Cosco. This ended in 2014 when she was renamed “**MSC Ningbo**” for a new charter to MSC. This lasted five years when she was then renamed “**GSL Eleni**” by Global Ship Lease. (photos by Derek Sands)





Zhoushan Haichen completed “**Bao Hong 9**” in 2010 for the domestic market of China. She is now far from her birthplace and intended area of trade as she arrives in Harwich Harbour, heading for Ipswich on 17th March. She has come from Rotterdam in ballast to load grain. Below she can be seen alongside Cliff Quay on the 19<sup>th</sup> ready to start loading for Dumyat (Damietta) and she sailed for the Egyptian port on the 24<sup>th</sup>. *(Photos contributed)*





Beginning her starboard swing for berth eight, “**OOCL Piraeus**” on the 19<sup>th</sup> March. She has come from Xiamen, Yantian, China and Singapore. She would leave for Zeebrugge and Gdansk on the 22<sup>nd</sup>. The 24,188 TEU ship was launched in January and completed in May 2023 by Nantong Cosco. *(Photos contributed)*





A different perspective of “**OOCL Piraeus**” as she nears the berth. *(Photo by Mick Warrick)*



Good to see this one again as “**MSC Joanna**” is eased alongside Trinity Seven berth on 19<sup>th</sup> March. Built to the Samsung 9000 design by of course Samsung at Koje, South Korea in 2006 her nominal capacity is 9,178 TEU. She has come from Hazira and Mundra in India and would sail for Rotterdam on the 20<sup>th</sup>. *(Photo contributed)*(44)



**“HMS Cattistock”** leaves Harwich on 19<sup>th</sup> March. She had taken a break after shadowing a Russian Navy convoy from Syria, through the Dover Straits. Built as a minehunter by Vosper Thornycroft, Woolston in 1982. She is heading for Dartmouth. *(Photo by Mick Warrick)*



*(Photo by David Hazell) (45)*



Loading at the Old Power Station berth, Ipswich on 19<sup>th</sup> March for Waterford, Irish Republic, “**Ferromar**” had arrived from Thamesport on the 18<sup>th</sup> and would sail again on the 20<sup>th</sup>. Built in the Netherlands in 2004 by Ferus Smit, Westerbroek, as “**Flinterwave**”. Her name shortened to “**Wave**” when Flinter went into liquidation. Herman Lohmann acquired her in 2019 and renamed her as above. *(photo contributed)*



Discharging a cargo from Londonderry at Cliff Quay, Ipswich on 19<sup>th</sup> March, “**Jasmine**” had arrived the previous day. She set off for Antwerp’s Tweede Havendok the next day. Her current owners have given management of her to Educy Maritime of London. Built in Bulgaria by the Rouse shipyard as “**Paginini**” in 2007 for Wessels who renamed her “**Wes Finja**”. In 2018 she went to Blue Six Navigation as “**Blue Six**” and in 2023 she joined Minnesota Shipping as their only vessel. *(Photo contributed)*



Marshall Islands registered “**Amadeus Pearl**” unloading a wheat cargo from Viewrow, Germany on 19<sup>th</sup> March. She would sail on the 20<sup>th</sup> for Vlissingen to load for Studstrupvarkets, Denmark. She was launched in Vietnam according to some sources, others quote Damen Yicheng Shipyard, China and completed in October 2024 by Damen, Gorinchem. *(Photos contributed)*





After her first visit to Felixstowe “**MSC Milan**” sails for Zeebrugge continuing her maiden voyage on 19<sup>th</sup> March. Her journey had started when she was handed over by her builders South Korea’s Hyundai Samho on 21<sup>st</sup> October 2024. She loaded in Chinese ports Ningbo, Yangshan Deep Water Port and Yantian, before a call in Malaysia at Tanjung Pelepas. On leaving there she sailed on the 14<sup>th</sup> February for Felixstowe arriving on 18<sup>th</sup> March. *(Photos contributed)*







Having visited the port at least twice before, “Naos” sets off from Ipswich for Greenore, Ireland on 21<sup>st</sup> March. Built in 1996 by Bodewes, Hoogezand as “Sweder” for Dutch owners she became “Osterland” for Hornum in 2003 and hoisted the flag of Gibraltar, with Briese of Germany as managers. Three years later she went to Seefleet Marine of Cyprus with Oost Atlantic Lijn as managers and renamed “Atlantic Sun”. Tallinn based owners acquired her in 2016 and renamed her “Naos”. (Photos contributed)



As can be seen on her stern, she is registered at St Johns, Antigua.



Alongside at Ipswich Cliff Quay on 21<sup>st</sup> March “**Rix Delta**” awaiting her loading to begin. She arrived from Belfast with stone on the 19<sup>th</sup> at West Bank and switched berths to load for Terneuzen. Built to the Damen Combi Freighter 3850 design, she was launched by Zaliv Shipyard, Kerch, Ukraine in June 2002. Completed in the Netherlands by Damen, Bergum in October 2003 as “**Blue Sky**” for an unknown owner! In 2012 Unisea Shipping BV changed her name to “**Beaumotion**” and by 2018 Vertom were registered owners. In July 2023 she was acquired by Rix-Alliance Shipping of Riga, Latvia, but she flies the Liberian flag. Damen have now built over eighty of the Combi-Freighter 3850 type, initially in Ukraine, Serbia and later at Damen Yichang, China and in Vietnam at the Ba Son shipyard. As the years have gone by the design has developed to encompass new propulsion methods including hybrid options and wind propulsion. Able to carry containers in the hold and on deck for a total of 172 TEU they are also strengthened for the conveyance of heavy loads with a speed of 11.8 knots from the main engine. Crew accommodation is for nine persons with full heating, ventilation and air-conditioning. *(Photo contributed)*



Nearly full laden with grain here on the 25<sup>th</sup> March she would sail in the evening for Terneuzen.  
*(Photos contributed)*





Another MSC vessel on its maiden voyage “**MSC Elisabetta**” at Trinity Seven on 22<sup>nd</sup> March. Handed over to her owners Hundorp Shipping (Zodiac Maritime of London) on 23<sup>rd</sup> January 2025 by Daewoo, Okpo, she loaded in China and left Yangshan Deep Water Port on February 5<sup>th</sup>. Calling at Tanjung Pelepas and Colombo on her way to Felixstowe where she arrived on March 22<sup>nd</sup> and left the following day for Antwerp. *(Photos contributed)*





Sailing for Antwerp on a cold and murky 23<sup>rd</sup> March. *(Photos contributed)*





German owned it would appear but flying the Latvian flag, “**Armara Jules Verne**” unloading stone at Cliff Quay on 25th March. Another Damen Combi Freighter 3850, she was launched in the Ukraine by Leninska, Kiev in November 2000. Damen, Bergum completed her in November 2001 as “**Oosterpoort**” for Dutch owners. In 2004 she became “**HC Ida**” for HC Schifffahrts with management by Hermann Lohmann. She came under Flagship Management in 2007 as “**Juergen K**” and in 2020 Irving Management of Latvia were listed as owners and they renamed her “**Astrid**”. Another change came in 2023 when renamed “**Astrid S**” by Astrid Marine. Finally she got her current name in June 2024 with Arjuve 2024 SAS as owners and Ocean Star Shipping of Germany as managers. She sailed for Brake, Germany on 26<sup>th</sup> March. *(Photos contributed)*





The third Damen Combi Freighter 3850 to be in port at Ipswich on the 25<sup>th</sup> March, “**Carolyn G**” alongside at Cliff Quay. She had arrived from Warrenpoint, Northern Ireland the previous day and would depart in ballast for Newhaven later on the 25<sup>th</sup>. She was launched into the Sava River, Serbia, a tributary of the Danube in May 2008 by Sava Shipyard, Macvanska Mitrovica. Completed five months later in the Netherlands by Damen, Bergum as “**Carolyn G**”. Her owners Gerdes Bereederungs chartered her to Wilson in 2016 as “**Wilson Dale**” but she reverted to “**Carolyn G**” in 2019. *(Photo contributed)*



Spanish built “**Arklow Fern**” loading grain at Cliff Quay on 25<sup>th</sup> March. More about her later in the newsletter. *(Photo contributed)*



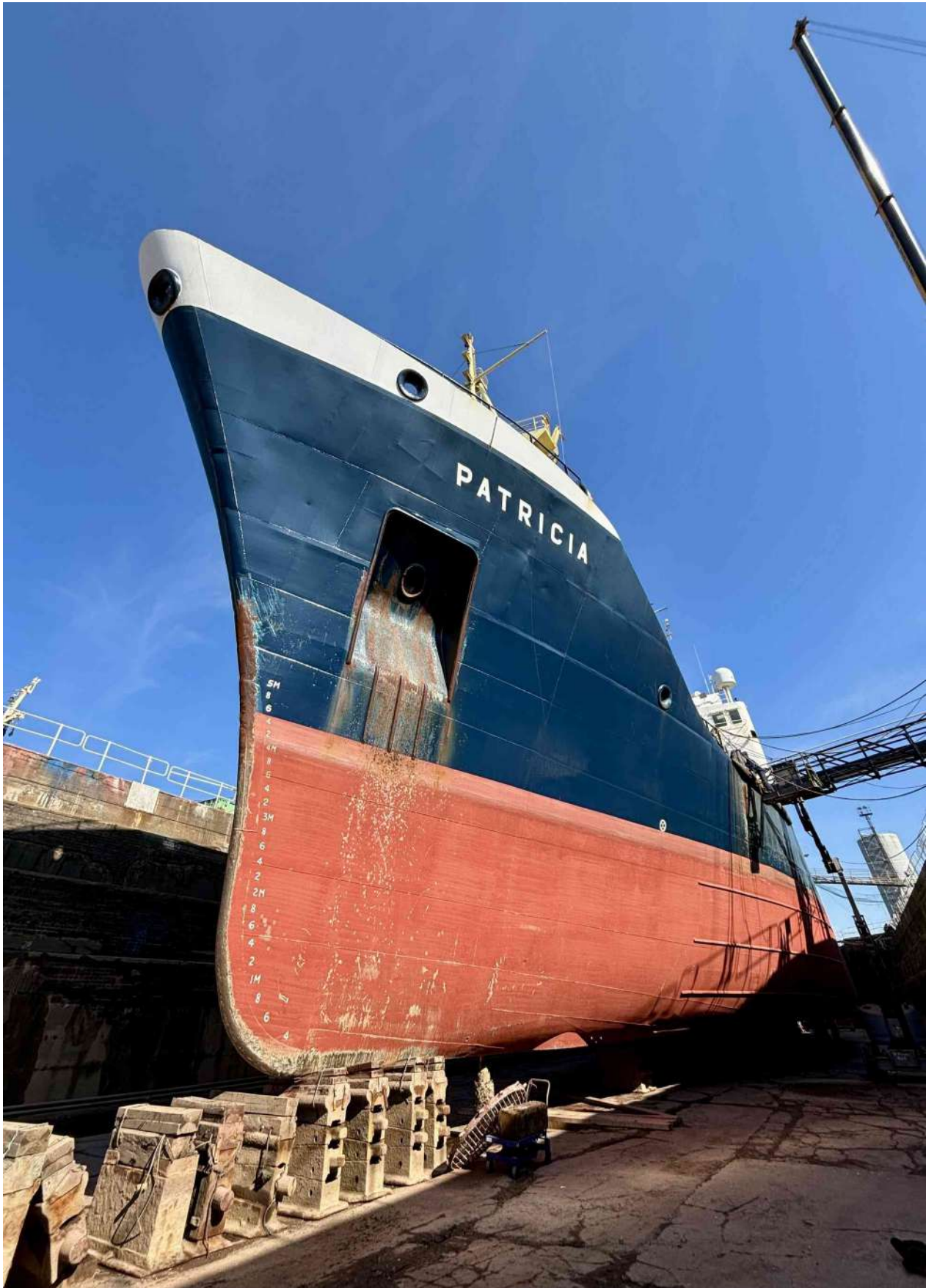
Unloading cement from Bilbao on 25<sup>th</sup> March, a trade normally dominated by Arklow vessels, “**Celtic Endeavour**” had arrived from the Northern Spanish port on the 23<sup>rd</sup> March. Proudly wearing the dragon of Wales on her funnel she is owned by Charles M. Willie of Cardiff. Built in Goa by Chowgule Shipyard in 2009 for Dutch owners as “**Voornedijk**”, Willie acquired her in June 2023, she flies the Antigua and Barbuda flag. She sailed on the 27<sup>th</sup> for Cork. *(Photos contributed)*



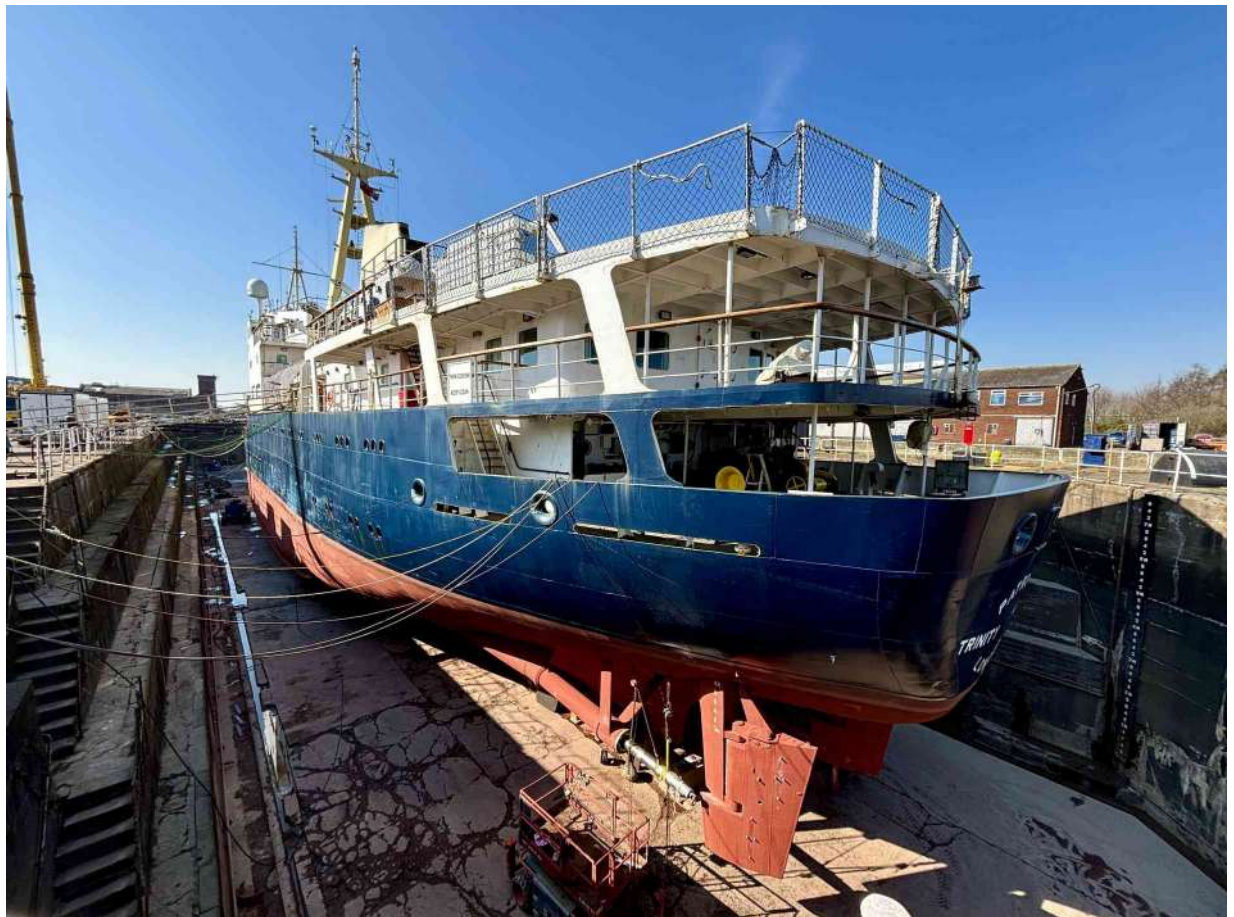


## Trinity House Veteran Gets Some TLC

Well known in Harwich over the years since her completion in Leith by Henry Robb in May 1982, “**Patricia**” remains in remarkably good condition as she continues to serve Trinity House well for the foreseeable future. A replacement for her has been mooted for some while and did get to the tendering stage some time ago. For now Patricia is being maintained well to enable her to continue in service until the new ship arrives.



Seen here on 19<sup>th</sup> March in Dunstan Ship Repairs, Dry Dock, William Wright Dock, Hull. (Photos by Alex Dace)  
(57)



Whilst in Hull Alex spotted the “**Arklow Fern**” discharging salt from Les Sables-d’Olonne, France in the William Wright Dock. She is also well known in the Haven Ports.



Also seen in this photo is Dover Harbour Board’s tug “**DHB Dauntless**” which had been the previous visitor to the dry dock. She departed the next day for Dover. She was built by SevMash, Severodvinsk, Russia and completed by Damen, Gorinchem in 2000. *(Photo by Alex Dace)*

On his return to the Haven Ports Alex was surprised to capture “**Arklow Fern**” again as she arrived in Ipswich from Hull!



Approaching the Orwell Bridge as she nears voyage end from Hull on 24<sup>th</sup> March, she had been at anchor at the Cork for two days. **“Arklow Fern”** one of a ten ship series built in Spain by Murueta, Guernica, in her case in 2010. She was launched as **“Arklow Femme”** and is one of four of this series remaining in the Arklow Fleet. She loaded for New Ross, Ireland and sailed on the 26<sup>th</sup> March. *(Photos by Alex Dace)*



# At Last Some Maintenance Work On The Old Trainferry Pier

## Harwich Haven Authority Notices to Mariners

### 29-2025: Works at Train Ferry Terminus Pier, Harwich

**13 March 2025**

Maintenance works will be taking place on the **Train Ferry Terminus Pier** from around **17 March 2025** for approximately **2 weeks**. These works will be supported by crane barge Spartacus, tug Agama, workboat Edgar and a safety boat.

Mariners are requested to pass at slow speeds and not to close within a **30 metre radius** of the works due to crane operations.



“Agama” at the trainferry pier 19/03/2025

*(Photo Alex Dace)*

UK Navy Improved Girl-class

Ex 1969 A 173 DOROTHY, 1991 AGAMA

Sisterships: CELIA, CHARLOTTE, CHRISTINE, CLARE, DAISY, DAPHNE, DORIS, EDITH)

77 GRT,

Loa: 22,36m, B: 6,59m, D: 2,60m(2,92) (72\6"x20\6"x8\2")

Machinery: 1 scr, diesel 6cyl Lister-Blackstone type ERS6MGR, 659bhp-485kW

Speed: 10kn

BP: 6t

A 173 DOROTHY

1969: Built by "Richard Dunston" at Thorne (GBR) (YN T.1249)

1969: delivered to the "Ministry of Defence (Port Auxiliary Service)" at London, based at Hong Kong

1979 -01/04: To Portsmouth (GBR)

1991: To "Alan C. Bennett & Sons" at Rochester (GBR), renamed AGAMA

1993: To "NOD Tugs" (Nigel Cardy) at Maldon (GBR)



(Photos by Alex Dace)  
(62)

## Brightlingsea Shipping



The first ship to arrive at Olivers Wharf for over a month, **“Fluvius Axe”** on 14<sup>th</sup> March. She has come from Setubal with the usual cargo of cement. She has been to the wharf previously in July 2022. Built by Barkmeijer, Stroobos in 1998 for Arklow Shipping as **“Arklow Sea”** she went on to become **“BBS Sea”** in 2012, **“PS Sea”** in 2014 and **“Fluvius Axe”** in the same year. She sailed for Blyth on the next tide. (Photo by Ian Clark)



A stern photo from her last visit in 2022. (Photo by Derek Sands)



**“Ems Defender”** in the River Colne, she had come from Lowestoft with the small tug **“Freight Mover”** in tow. She is owned in Lowestoft by Eastern Marine Services, who acquired her in 2013. Built in Scotland in 1967 she is somewhat of a veteran. John Lewis, Aberdeen were her builders as **“Inchcolm”** for Leith tugs. In 1998 she was sold and became **“St Margaret”** based at Rosyth, before coming south in 2013. She had handed over her tow to Brightlingsea based **“Maverick”** before entering Brightlingsea creek, and headed off back to Lowestoft. Below can be seen her tow **“Freight Mover”** she appears to be a completely rebuilt tug that was formerly a pusher tug built as **“Plausible”** for the Port of London Authority by James Cook, Wivenhoe in 1968. (Photos by Ian Clark)





## Mistley Shipping



**“Scot Pioneer”** arriving from Inverness in the early hours of 6<sup>th</sup> March. On board she has a cargo of wood pellets. Built to the design Icerunner 3650. She was launched by Croatian shipyard, Leda at Korcula and completed as **“Harns”** by Peters, Kampen in December 2006. Just two years later she entered the Scotline fleet as **“Scot Pioneer”**.

She sailed for Varberg, Sweden on 7<sup>th</sup> March.

*(Photo by Steve Cone)*



Just off the berth as she leaves for Varberg on 7<sup>th</sup> March. (Photo by Steve Cone)



Well captured in the brilliant sunshine as she proceeds stern first to the turning area, and thence to sea.

(Photo by Alex Dace)



Here she is again! Very regular caller  
**“Allora”** arriving on the 16<sup>th</sup> March from  
Aalst with bricks. She departed on the 19<sup>th</sup>  
for Aalst and arrived back again on the  
23<sup>rd</sup>. (Photos by Steve Cone)



Also back again with more stone from the Isle of Grain was “GPS Arcadia” and barge “GPS 1505”. They arrived in the early hours of the 20<sup>th</sup> March and left on the next tide. (Photos by Steve Cone)



## Update On The Rattlesnake



In last month's edition we asked for more information on the Border Force launch **"Rattlesnake"** pictured above on 27<sup>th</sup> January 2025 at Shotley. South Coast branch member Phil Simons a member of the small craft group, came up with the following information. *(Photo by David Hazell)*

MP2 John Harriot IV Wessex Marine, Poole 2008 (Botnia Marin, Malax, Finland). Became Border Force **Rattlesnake** c.2/24

MP7 Nina MacKay II Wessex Marine, Poole 2008 (Botnia Marin, Malax, Finland) Equity of Livett's Launches 11/20. Border Force **Viper** at October 2023

## Viewing Area By Ipswich Flood Barrier Finally Open!



After a very long time behind temporary fencing at the end of Bath St, the area is finally open. It affords views of ships approaching the lock and of the grain terminal and tanker berths. A good spot for photos in the afternoon!





*(All photos by David Hazell)*



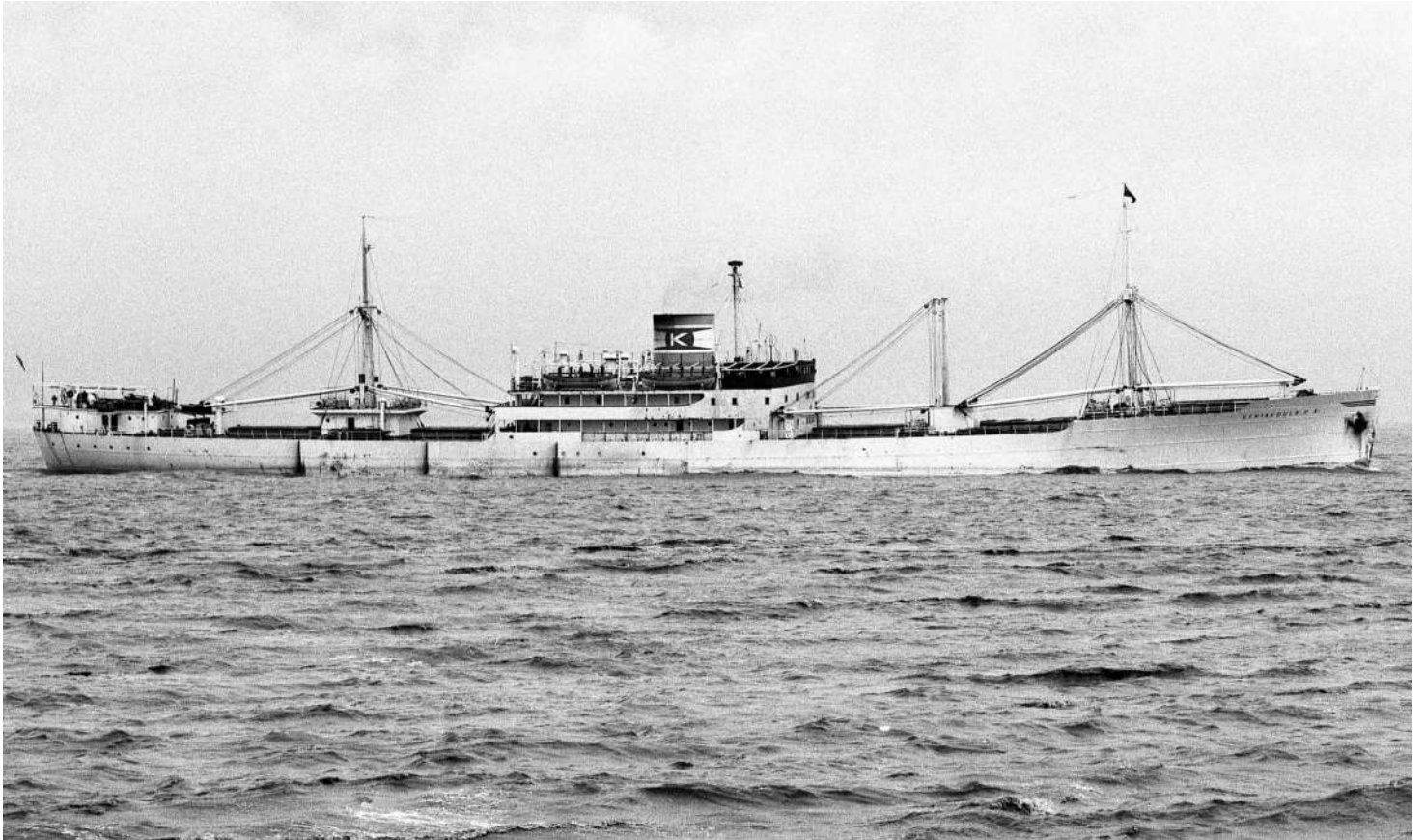
## Blast From The Past



Wallenius vessel **“Undine”** loading BMC cars for the east coast of America, at Harwich, Navyard Wharf. The photos date from around 1965/66. She was built in 1938 as **“Kanangoora”** for Rederei A/B Transatlantic, Gothenburg, by Gotaverken, Gothenburg. They changed her name to **“Nebraska”** in 1956 and sold her to the German branch of Wallenius in 1962, and she was renamed **“Undine”**. They got three years out of her, before she was sold on to J. P. Katsoulakos of Piraeus as **“Kyriakoula P.K.”**. Four years later she went to Skyriaki Cia Maritima of Piraeus as **“Skyriaki”**. They got another two years out of the old ship before Bilbao breakers took her in December 1971. (Photos by Peter Smith)

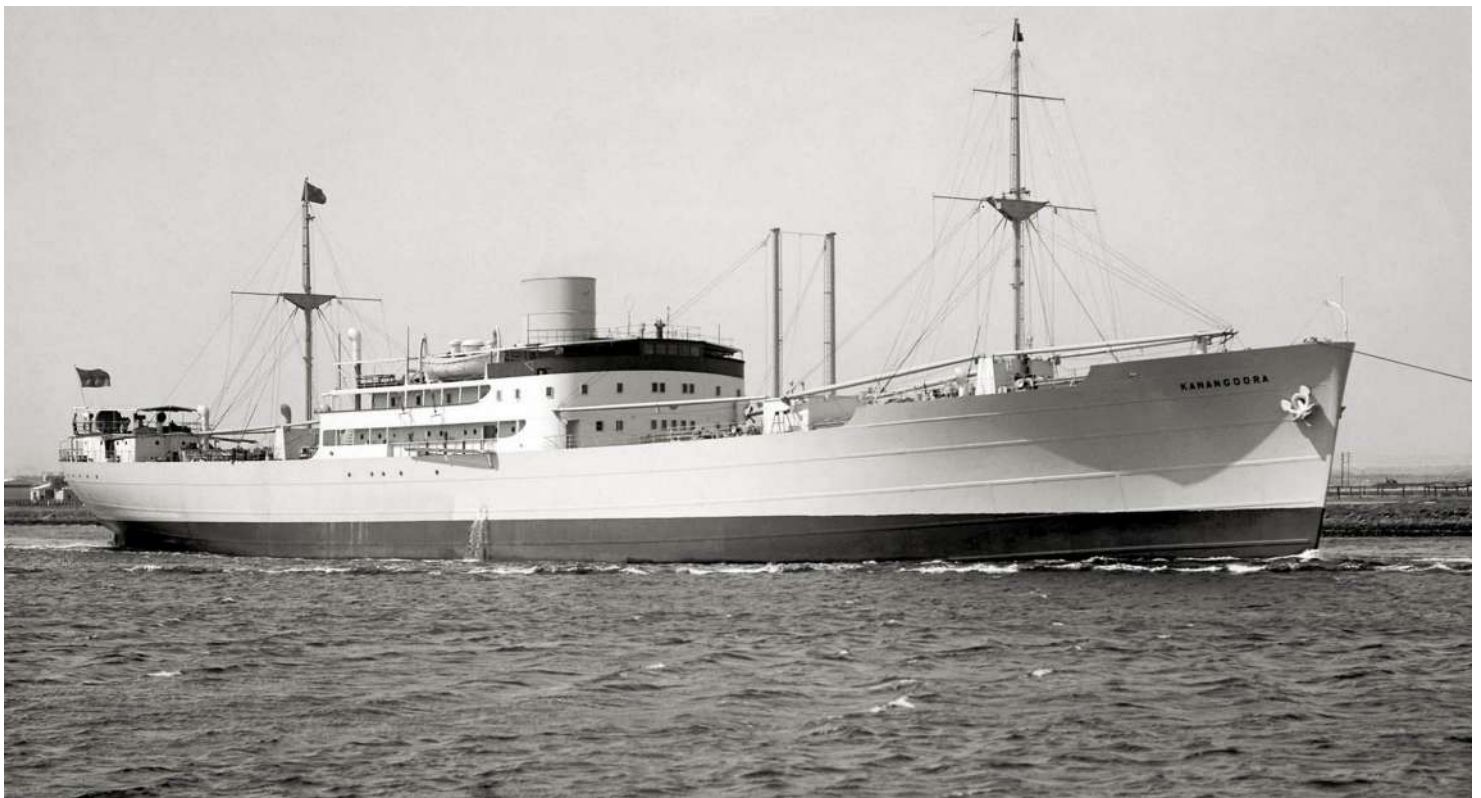






Here she is as **“Kyriakoula P.K.”** on 7<sup>th</sup> October 1967 as she passes Portishead inbound from Buenos Aires, for Avonmouth. (Photo by Malcolm Cranfield)

Below she is seen under her first name **“Kanangoora”**, in Australian waters in a (Photo from the late Alan Green collection, via Gordy Ross)





Seen here at Trinity House Pier, Harwich on 28<sup>th</sup> January 1990, “**Goldeneye**” doing some buoy work for Trinity House. Brook Marine, Lowestoft built her in 1966 for the Royal Maritime Auxiliary Service as a netlayer/ mooring vessel/ salvage vessel. Disposed of in 1997 to Perdana Salvage and Towage of Belize and renamed “**Perdana Sakti**”. Ownership was listed in 2001 as Wijsmuller-Perdana Salvage. Alang breakers took her in September 2004. (Photo by Derek Sands)

Newsletter compiled by Derek Sands and proofed by Neil Davidson.  
With thanks to David Hazell for his many contributions.

Also thanks to the following: Ian Clark, Steve Cone, Peter Smith, Mick Warrick, Malcolm Cranfield, Alex Dace, Gordy Ross 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*  
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