



(Photo by Alex Dace)

The FOTOFLITE logo is displayed in a stylized white font on a teal background. To the right of the logo is a small white aircraft with 'FOTOFLITE' and 'G-BSPG' written on its side. Below the logo and aircraft, the text 'The World's Largest Library of Maritime Aerial Photography' is written in white on a dark teal background.



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Don't forget our social meeting for all members, partners and guests in August. Venue is The Shipwreck pub, Shotley Marina on August 11th (Sunday) start time noon. It's totally informal so come along for a chat, a drink and food if desired.

Recent Callers



“**MSC Ornella**” departs Felixstowe on 24th June bound for Antwerp, she has been here many times in the past. After Antwerp, Bremerhaven and Rotterdam, she headed across the Atlantic for US east coast ports. Built by the now defunct Hanjin Heavy Industries at Busan in 2004 she is capable of 4,900 TEU. *(Photos contributed)*





Alongside at Ipswich on 24th June “**Chemical Explorer**” had arrived earlier in the day from Rotterdam. She is loading waste oil for recycling and would leave for Kalundborg, Denmark the next day. Built in Japan by Murakami Hide, Hakata in 2018 for Kimura Shoji/KT Neo Marine, Imabari. She is managed from the Netherlands by Chemship BV who are also her current registered owners. *(Photo contributed)*



Very early morning sunshine heralds the arrival of “**APL New York**” at Felixstowe on 25th June. She has come from the Sri Lankan port of Colombo and would depart for Rotterdam the following day. South Korean shipyard, Daewoo, Okpo completed her in April 2013. She is owned by Seaspac Corp and chartered to APL, part of the CMA CGM Group. *(Photo by David Hazell)*



Making an impressive sight from the air as she heads for her berth, “**APL New York**” is well loaded. Capable of 9,300 TEU she is 328 metres in length. After sailing for Rotterdam she called at Valencia and La Spezia, before heading back to France and the port of Fos, near Marseilles. *(Photos contributed)*





An unusual caller at Parkeston Quay, “**Arco Avon**” is heading for the eastern end of the quay on 25th June, her last port being Rochester. She stayed for several days before leaving for the dredging grounds on 1st July. As she required a tug for berthing it is presumed she was under repair during her stay. She has since resumed aggregate dredging mainly calling at Rochester to discharge her cargoes. Built in 1986 by Appledore Ferguson, the yard which is situated at the mouth of the River Torridge, six miles west of Barnstable, Devon. Her owners Hanson Aggregates are based in Maidenhead. *(Photos contributed)*





Valletta registered “**MSC Azov**” departs Felixstowe for Antwerp on 25th June after her latest call. Subsequent calls would be at Zeebrugge, Gdynia, Klaipeda, Hamburg, Bremerhaven and Rotterdam. After another call at Antwerp she will cross the Atlantic on MSC’s Scan Baltic-USA service. Chinese built in Shanghai by Jiangnan Changxing, she was launched in July 2013 and completed the following January for Greek owners Adele Shipping (Costamare of Athens) and long term chartered by MSC. *(Photo contributed)*



Chemship BV managed “**Chemical Ranger**” heading for Parkeston Tanker Jetty from Antwerp on 26th June. After a very short stay she left for Rotterdam on the same day. Kitahanon Shipbuilding handed her over to her Japanese owners Kowa Kaiun in February 2023. Her Makita engine gives her a maximum speed of 16 knots. *(Photo contributed)*



Bound for Spain and the port of Santander **“Eems Tjonger”** passes through the harbour after earlier departing Ipswich. She had arrived the previous day from Belfast with a cargo of stone. She spent just one day in Santander before heading north to Sharpness on the River Severn. Her hull was launched by Chernomorskyi SZ, Mykolayiv in April 2012 and she was completed in the Netherlands by Damen, Bergum in October as **“Tjonger”**. She came under the management of Amasus of Delzijl in October 2022 when her name was prefixed by Eems. *(Photo contributed)*



Bound for Ipswich **“Voe Viking”** heads up the River Orwell on 27th June from Great Yarmouth. She left for Birkenhead the following day with an unknown tow, arriving there on 8th July. She is owned by Delta Marine of Lerwick. She was built in the Netherlands by Damen Shipyards, Hardinxveld and completed in June 2005. *(Photo contributed)*



With her keel laid on 9th December 2020, “**OOCL Turkiye**” was launched on 8th March 2023 and completed by Nantong Cosco KHI in the July. She is making her first visit to Felixstowe and seen here on 28th June. She arrived from Singapore on June 25th and sailed for Gdansk on the 29th. *(Photo contributed)*



Also making her first visit was “**Maersk Houston**” seen here departing for Hamburg on 29th June. She had arrived from Colombo, Sri Lanka. Built in South Korea by Hyundai Heavy Industries in 2019 she has ten sisters. *(Photo contributed)*



Seen from Dovercourt cliff top as she rounds the beach end with stern tug still attached. (Photo by Derek Sands)



"BG Green" making a return visit on her BG Freight schedule. As she turns off the berth local yachts demonstrate how difficult it is to get a clear shot from the Harwich side of the harbour in the summer months. (Photo by Alex Dace)



It's a first time call for **"CMA CGM Fidelio"** as she enters the harbour on the 29th June. She has come from the east coast USA ports of New York, Norfolk and Savannah. Leaving for Zeebrugge the next day she then called at Antwerp, Wilhelmshaven, Bremerhaven and is waiting a berth in Rotterdam as this is written. A product of South Korea's Hyundai yard at Ulsan in 2006, she is capable of around 9,000 TEU. *(Photos contributed)*



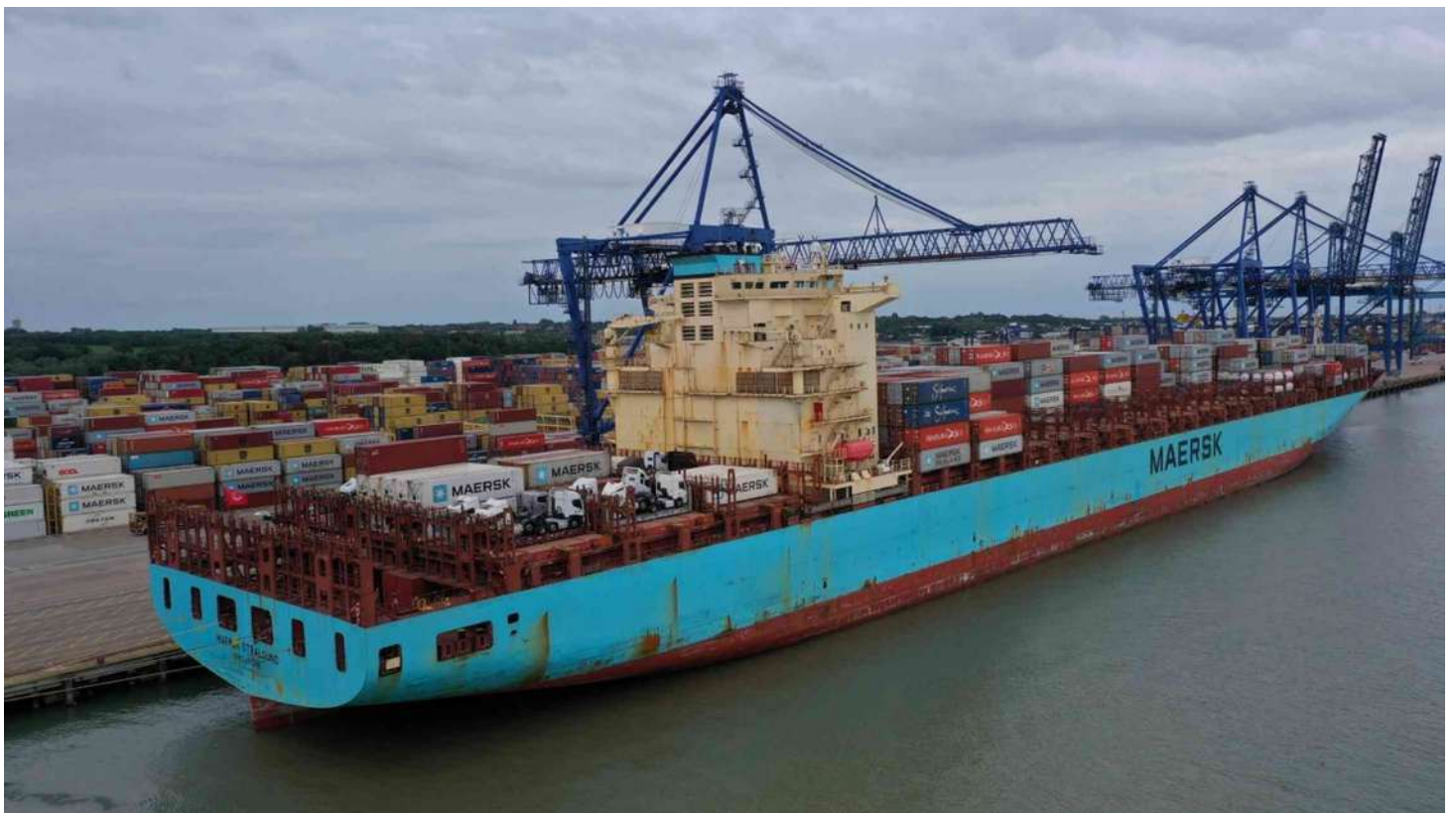


The Pin Mill barge match was in full swing as “**CMA CGM Fidelio**” arrived but the sailing vessels kept to the yacht track in the main and avoided any incidents with the container ship. *(Photos by Derek Sands)*





A rather careworn looking “**Maersk Stralsund**” making her first call for some years at Felixstowe on 30th June. She had arrived from Rotterdam earlier in the day and would depart for Bremerhaven on 3rd July. Next port would be Tanger Med and she is currently heading around the Cape of Good Hope bound for Oman. Built as “**P&O Nedlloyd Marilyn**” by Daewoo, Okpo in 2005. With the take over of P&O Nedlloyd she was renamed “**Maersk Stralsund**” in the same year. Originally German owned, Moller Singapore became her registered owner in 2021. *(Photos contributed)*





Built as “*Wilson Astakos*” in 2010 by Slovenske Lodenice, Komarno, Slovakia, her owners were German company Bojen Schifffahrts of Moomerland. In 2023 Vertom became joint owners with Bojen and she gained her present name under the flag of Luxembourg. This was her first call at Ipswich as “*Vertom Karianne*”, when she arrived from Aberdeen on 30th June and departed on 2nd July for Antwerp. *(Photo contributed)*



Sailing from Felixstowe for Le Havre on 1st July “*MSC Romane*” she had arrived from Antwerp the previous day. After Le Havre she headed across the Atlantic for USA east coast ports. Jinhai Heavy Industries of Daishan County, China were her builders in 2017, and she was recently fitted with an exhaust scrubber. *(Photo contributed)*



On charter to MSC and on their Nwc to IpaK service is “**Conti Courage**” arriving at Felixstowe from Mundra, India on July 1st. Sailing two days later for Rotterdam, Antwerp, Le Havre, London Gateway Port, Colombo and Karachi. Built in 2005 by Samsung, Koje as “**Hatsu Courage**” for Germany’s NSB Group. She acquired her present name in 2017. Her Doosan Sulzer engine gives the ship a maximum speed of 23 knots.
(Photos contributed)





Arriving direct from Malaysian hub port Tanjung Pelepas on 1st July for her second call is “**MSC Idania**”. She made her maiden call here in March having been completed in China by Jiangsu Yangzi Xinfu in January 2024. She would spend four days in Felixstowe before sailing for Rotterdam, Le Havre, Tanger Med and Colombo via the Cape of Good Hope. *(Photo contributed)*



Passing Felixstowe on her way to Ipswich, “**Helene-B**” has come from Amsterdam, probably with a soya cargo. After a long discharge she sailed for Rotterdam on the 8th. Owned since January 2024 by JEB Bereederungs, Elsfleth. She started life when launched by Daewoo, Mangalia, Romania in December 2000 and was completed in the Netherlands by Pattje, Waterhuizen as “**Aramis**” for Briese of Germany, but registered under the British flag. In 2004 Gerdes Bereederungs acquired her as “**Helene G**” and twenty years later sold her to the present owners. *(Photo by David Hazell)*



Seen on her arrival at Felixstowe “**MSC Mara**” is passing the viewing area on 4th July. Making her first visit to the port she has come from Tanjung Pelepas, Malaysia, leaving Felixstowe the following day for Wilhelmshaven, Bremerhaven and Hamburg. Delivered to her South Korean owners in January 2023 by Hyundai Heavy Industries, MSC have her on long term charter. *(Photo by David Hazell)*

Below she can be seen turning with tug assistance to berth port side to the quay. *(Photo by Derek Sands)*





Heading for Ipswich as she passes Felixstowe on 6th July, “**JSP Falster**” making her first call at the port. One of a series of very similar vessels built in China by Jiangsu Dajin Heavy Industries, she was completed in May 2023. She is owned by Jebsen Shipping Partners of Jork, Germany along with four other vessels from this series. She departed for Hull on the 9th and spent eight days there before leaving for Honfleur. Below she can be seen waiting to load at Ipswich grain terminal on the 7th. *(Photos contributed)*





Easily recognisable as another vessel of the same Chinese series “**Als**” inbound in the River Orwell on 7th July. Jiangsu Dajin completed her in June 2023 for Lubeca Marine of Luebeck, although like “**JSP Falster**” she flies the Portuguese (Madeira) flag. She has a full cargo of stone from Belfast and after discharge left in ballast for Terneuzen on the 10th. *(Photo contributed)*

Below she is seen outbound passing Felixstowe. *(Photo by Derek Sands)*





Another first time visitor “**MSC Monica Cristina**” seen at number nine berth Felixstowe on 6th July. She had come direct from Tanjung Pelepas via a bunkering stop in Singapore. A product of South Korea’s Hyundai Heavy Industries, Ulsan and completed in August 2023, she left for Rotterdam on the 10th. *(Photo contributed)*



Built in 2014 to replace a previous ship of the same name, “**Royalist**” a sail training ship, heads up the River Orwell on 8th July. Owned by The Marine Society and Sea Cadets, she was launched in December 2014 and commissioned in 2015. Her builders were Astilleros Gondan of Spain at a cost of £4.8 million. In addition to her sails she has two Perkins diesels and twin propellers. She normally has a crew of eight plus two trainees and up to twenty four cadets. Based at Gosport she sails around the coast and was more recently in Blyth and Aberdeen. *(Photo contributed)*



“MSC Alina” arriving direct from Mundra, India to make her first call at Felixstowe on 6th July. Delivered by Hyundai, Samho in June 2014 to Skyros Navigation, Cyprus (Embiricos) and chartered to United Arab Shipping Co. as **“UASC Tabuk”**. In 2017 she took the name **“Skyros”** and was purchased and renamed by MSC in 2021. She left for Rotterdam on the 8th. *(Photos contributed)*





Another ship to have come direct from Tanjung Pelepas is “**MSC Adya**” seen arriving here on 8th July. Two days later she would be off to Zeebrugge, Antwerp and Gdynia. Hyundai, Ulsan launched her in October 2023 and she was completed the following February. *(Photos contributed)*





Self discharge of her stone cargo is well under way at Ipswich West Bank on 9th July. Finnish registered “**Pasila**” arrived from Skipavik-Gulen, Norway at 01.00 on the 9th and left just after 22.00hrs for Slovag on the same day, scuppering any plans to get photos of her underway! Owned by ESL Finland and Finnish built by Finnyards, Rauma in 1995. At 137 metres she is a large ship for Ipswich. *(Photos contributed)*





Three cranes employed at Trinity Seven berth on the lightly loaded “**Cap San Juan**” on 19th July. She had come from Bremerhaven, arriving earlier in the day. Built for Hamburg Sud by Daewoo, Okpo in 2015, she will no doubt get the Maersk livery at her next dry docking. *(Photo contributed)*

Below she can be seen preparing to leave for Tanger Med and Walvis Bay under a threatening sky on the 10th. *(Photo by Derek Sands)*





Arriving to load for Foynes, Ireland at Ipswich's grain terminal, "**Muros**" has come from Horsens, Denmark. Seen here in the River Orwell on the 9th she would not depart until the 12th. Built in Spain at Guernica by Murueta in 2008 and very similar to ships built at the same yard for Arklow Shipping. *(Photo by David Hazell)*

Below she can be seen waiting to load the following day. *(Photo contributed)*





Using her unloading system at West Bank, Ipswich is “**Kalkvik**” on 10th July. She had arrived from Slovag with what looks like granite chippings, earlier in the day. After a rapid discharge she left the following day for Eikefet. She is on her way back to Ipswich as this is written from Skipavik-Gulen with an ETA of 25th July. Owned by Erik Thun of Lidkoping, Sweden she flies the Faroe Islands flag and was constructed in Germany by Ferus Smit, Leer in 2007. (Photos contributed)





“Wilson Holla” leaving Ipswich on 10th July heading for Immingham. She had arrived from Hamburg.
(Photo by Mick Warrick)

Now seen approaching Woolverstone with the Orwell Bridge in the background. Built in 2002 for German owners as **“Hanseatic Scout”** by Peters, Kampen. She was acquired in 2018 by Wilson.
(Photos contributed)





“Cambria”, the last sailing barge to deliver cargoes under sail alone up until 1970, when she was skippered by Bob Roberts. Built at Greenhithe by William Eberhardt (Everard) in 1905 and of 109 tonnes and had been ordered by Frederick T Eberhardt (Everard). Bob Roberts was her owner for her last twenty years of her career. Her last cargo was 100 tons of cattle cake from Tilbury to Ipswich in October 1970. Sold by Bob Roberts in 1971 to the Cambria Trust she is now used for sail training. Frederick T Eberhardt, being born in the UK changed the family name by deed poll in December 1917 from its German sounding one to an anglicised version. Seen here on 10th July passing through the harbour and across Dovercourt Bay. *(Photos by Derek Sands)*





Seen earlier in the newsletter “**MSC Monica Cristina**” has just left number nine berth, and the tugs will soon turn her to be “head out” ready to leave the harbour on 12th July. *(Photo contributed)*



Now underway with the bow tug detached, she makes slow progress towards the Beach End turn. *(Photo by Derek Sands)*



Speed being increased as she starts to make the turn and below still with the stern tug attached to assist in the sharp turn to port. *(Photos by Derek Sands)*





Making her second visit to Felixstowe “**OOCL Gdynia**” has got eight cranes in attendance on 12th July. Delivered on 12th October 2023 by Dalian Cosco KHI to OOCL she is capable of 24,188 TEU. She left Yantian, China on 4th June and arrived at Felixstowe on the 12th sailing three days later for Zeebrugge. (Photo by Derek Sands)



Seen at Cliff Quay, Ipswich on 13th July, “**Vlierborg**” had arrived from Rostock the previous day. Leaving for Velsen Noord on the North Sea Canal on the 15th. Launched in Croatia by Leda, Korcula she was completed by Dutch shipyard, Peters, Kampen in 2005 as “**Merel-V**” for H. Veltman, with Wagenborg as managers. Wagenborg Shipowners BV acquired her in September 2023 and renamed her. (Photo contributed)



It's early on 14th July and “**MSC Vaishnavi R.**” is arriving from Antwerp for Trinity Terminal, Felixstowe. She would leave for Le Havre the next day and then head across the Atlantic for Boston, USA. Samsung, Kojima completed her for Claus-Peter Offen in 2002 as “**Santa Rosanna**”. She was chartered in the same year to Hamburg Sud as “**Colombus New Zealand**” and then to Maersk as “**Maersk Duffield**” in 2006. Reverting to Offen in 2010 she regained her first name. Sold in 2014 to MSC she got her current name. *(Photos contributed)*





Managing to avoid all local photographers as she arrived and left Parkeston Tanker jetty in the early hours, **“Mainland”** made her first call on 15th July and left the following day. She is seen here arriving at Rotterdam on 17th May 2024. Wearing the well known funnel colours of Turkish company Besiktas, she is registered in Malta. Built in Turkey by Gisan Gemi, Istanbul in 2008. (Photo by Anton de Krieger)



Dwarfed by the Evergreen container ship in the background, **“Birgit G”** passes by on 17th July on her way to Ipswich. She has come from Hamburg and after two days at Ipswich would depart for Hamburg again. Her hull came from Serbian Shipyard, Sava at Macvanska Mitrovica in April 2009. Completed by Dutch yard, Damen at Bergum in the following February, for Gerdes Bereederungs. Chartered by Wilson in 2016 for three years as **“Wilson Dalvik”** she reverted to her first name in 2019. (Photo by Derek Sands)



Setting out from Nansha, China on June 10th, “**MSC Natasha XIII**” called at Yantian and Tanjung Pelepas before arriving at Felixstowe on 17th July. She would be here for just one day before departing for Hamburg. Built in South Korea by Hyundai, Samho in 2011 for Hartzin Shipping and managed by Zodiac Maritime, she was immediately chartered as “**Maersk Eubank**”. In 2018 she came under the control of MSC who managed her from their Cyprus office as “**MSC Natasha**” and in 2022 suffixed her name to indicated her approximate ‘000 TEU capacity. (Photos contributed)





Becoming a frequent visitor to the Haven ports, “**Claire**” heads up the Orwell on her way to Ipswich on 17th July. She has come from Ghent to load at the grain terminal for Hull, sailing on the 23rd. Since the December 2023 merger of Shipping Company Groningen and Vertom she is in the combined fleet list of these management companies. Ordered as “**Espero**”, she was completed as “**Flinter Goa**” by Chowgule Shipyard, Goa in 2013. After Flinter’s bankruptcy she was sold and renamed “**Claire**” in 2015. *(Photo contributed)*



Operating for Unifeeder is “**Emilia**” seen here at Felixstowe on 17th July. Having arrived from Rotterdam, she left for Grangemouth the following day. Completed by the well known J.J. Sietas of Neuenfelde for Heinz-Georg Voge as “**Johanna**” in December 1999. Moving to Emilia Schiffahrts and managed by BF Shipmanagement of Stade in 2014 she was renamed as seen above. *(Photo contributed)*



Following her arrival at Ipswich from Sluiskil the previous day, “**Simon B**” is now outbound on July 18th for Terneuzen to load for Greaker in Norway. Now thirty eight years old she looks well kept. Built by Husumer, Husum in 1986 as “**Edith**” for A. Petersen, she was renamed “**Echo Lisa**” in 1989 then “**Lisa**” in 1990 still under Petersen ownership. Acquired by Erwin Strahlmann in 2001 as “**Viper**” she then became “**Perseas**” in 2008 and was sold in 2013. Her current owner is Simon B GMBH with management provided by GBS of Stade. *(Photos contributed)*





Yet another ship making its maiden voyage calling at Felixstowe, “**OOCL Sweden**” arrives on 19th July from Yantian, via Singapore. She entered service in May when completed by Nantong Cosco KHI. She left for Zeebrugge on the 23rd. *(Photo by David Hazell)*





Coming from the German Baltic port of Viewrow with what is probably a wheat cargo, “**Norman**” passes Felixstowe bound for Ipswich on 19th July. This believed to be her first visit under this name. Ferus Smit, Westerbroek, completed her as “**Tasman**” for Dutch owners in November 2007. Norman Maritime changed her name to “**Norman**” in 2018, further registered owners were, Veriana Trade Ltd and NRM Maritime before she came under the control of Bremen Maritime Ltd and managed by Alpha Shipping of Riga in 2021. She set off for the Spanish port of Ribadeo on the 24th. *(Photos contributed)*





Previous calls by tankers from the Norwegian firm of Westfal-Larsen at Felixstowe are lost in the mists of time! **“Taranger”** was certainly unexpected as she waited at the Sunk Deepwater Anchorage with port destination stated as Grays on the Thames. After two days at anchor she arrived on July 17th at Felixstowe to discharge what is presumed to be a part cargo of molasses? She had originated at the Port of Reserve, near New Orleans, USA. Leaving the following day she went back to anchor at the Sunk until arriving at Grays on the 22nd. Built in South Korea by Hyundai Mipo at Ulsan in 2011 she has a deadweight tonnage of 45,870. *(Photos contributed)*





“**Rix Lake**” alongside Cliff Quay, Ipswich on 19th July, she arrived from Rouen the previous day. Discharge appears to be finished but she would not leave until the 21st. Built for Russian owners in 1995 by Cassens Emden her first name was “**Pasha**”. Just three years later she went to German owner Suderfeld KG but registered under the Tuvalu flag as “**Suderfeld**”, in 2001 the same company registered her in Gibraltar as “**Bjorn**”. Owners were restyled as Valero Ltd and then Bjorn Shipping. In 2005 Bjorn Shipping renamed her “**Gisela G**” under the Antigua flag and she was managed by Kapitan Josef Gerdes. Just two years later she was “**Lena**” for Alma Shipping still under Antiguan flag. Next she was “**Raindrop**” for Raindrop Shipping under the Liberian flag. Finally Rix Shipmanagement of Riga acquired her in 2017, she got her present name and flies the Cypriot flag. (Photo contributed)



Here she is exiting the River Orwell on the 21st, heading for Immingham. (Photo by Derek Sands)



Her turn to berth alongside number nine is nearly complete, as “**MSC Sixin**” arrives at Felixstowe for the first time on 20th July. She was completed in South Korea by Daewoo, Okpo in November 2019. Leaving Yangshan Deep-Water port, China on June 4th which will have thirty berths when fully finished. She called at Ningbo and Xiamen before arriving at Malaysia’s Tanjung Pelepas on the 17th and leaving for a direct passage to Felixstowe two days later. Her next scheduled port is Rotterdam. *(Photos contributed)*



Being prepared for the turn to starboard by the local tugs.



“Maersk Tukang” inbound for Felixstowe and approaching the Beach End turn in the channel on 22nd July. Your compiler last recorded her at Felixstowe in 2008! She has come from Tanger Med, Algeciras and Rotterdam and would sail for Bremerhaven on the 24th. She was completed by Daewoo, Okpo in May 2008. *(Photos by Derek Sands)*





Making her first ever call at Felixstowe on a Unifeeder service, “**BF Perch**” inbound from Hamburg on 24th June. Built in China at Zhejiang Ouhua Shipbuilding, Zhoushan in 2007. She was built for German owners as “**Warnow Perch**”. In 2021 she went to BF Shipmanagement GMBH as “**BF Perch**” under the flag of Cyprus. (Photo by David Hazell)



A bow shot taken with a drone as she proceeds to her berth. (Photo contributed)



In these stern views is evidence of a very recent change of flag to Antigua and Barbuda. Although AIS is correct, Equasis has not caught up as yet. *(Photos contributed)*





Loading of what appears to be exclusively boxes for CMA CGM is nearly complete on 26th July. Below she sailed later for the long voyage to Alexandria. (Photos by Derek Sands)



Brightlingsea Shipping



“Wilson Dunmore” has just let go at Olivers Wharf on 27th June with a cargo of scrap metal for Bilbao. She had arrived the previous day in ballast from Northfleet. Her keel was laid in June 1998 but she was not launched until June 2007 and completed in September. Initially named **“Argos”** for Wessels she changed to Argonauten Holding GMBH in 2013. The following year she was chartered out to Wilson as **“Wilson Dunmore”**, reverting to **“Argos”** in 2016. In 2020 she was again chartered by Wilson, who became owners in 2022.

(Photos by Derek Sands)





Somewhat of a list on as she passes the photographer outbound. It is not so noticeable as in the stern view.
(Photos by Derek Sands)





The next ship at Olivers Wharf was “**Nordica Hav**” on 4th July, with a cargo of bagged cement from Setubal. Due to other commitments the photographer could not get there in time, so here she is passing Harwich bound for Mistley on 5th June 2016. She has appeared in the newsletter several times and her details can be found in earlier editions. She sailed for Ghent on the next tide arriving on the 6th to load for Nyborg, Denmark, arriving there on the 12th and sailing later for Muuga, Estonia with an ETA of 16th July. *(Photo by Derek Sands)*



“**Amadeus Silver**” leaves the berth on 21st July leaving evidence of her cargo of bagged cement on the quay. *(Photo by Derek Sands)*



With a bow spring still attached to assist in her turning in the creek and below she is now turned and preparing to sail past the wharf outbound. She had arrived on the previous tide on the 20th from Figueira da Foz, Portugal and after the usual quick discharge was able to sail on the next tide. (Photos by Derek Sands)





Now giving the photographer an extremely close pass as she heads for Hamburg to load for New Ross, Ireland. Her hull was constructed in the Czech republic by CSPL yard, Decin and launched in April 2010. Completion in the Netherlands as **“Union Silver”** for Union Transport was done by Damen, Bergum. Briefly named just **“Silver”** in 2013, late the same year was renamed **“Amadeus Silver”** by De Dock Maritiem, Alkmaar.
(Photos by Derek Sands)



Mistley Shipping



Leaving on 28th June for Dunkirk "**Amadeus Diamond**" her details are in last months newsletter.
(Photo by Steve Cone)



“Amadeus Diamond” passing Harwich outbound with next port of Dunkirk. *(Photos by Derek Sands)*





“**Allora**” has just received her pilot off Felixstowe on 30th June and is now powering her way in to the harbour, with more bricks from Aalst. She is scheduled to make two more trips from Aalst in July.

(Photo by Graham Lee)

Below she is approaching the berth on the same day. *(Photo by Steve Cone)*





Entering the harbour on 19th July bound for Mistley with 2,000 tonnes of expanded clay from Kruibeke on the Scheldt, “**RDJ Waalstroom**” is making her first call at the port. *(Photos contributed)*





Approaching the quay stern first and below unloading well in progress.
(Photos by Steve Cone)





A shot taken from the upstairs window of “The Cafe on the Quay” as your compiler enjoyed coffee and cake. A hot day for being in a crane cab unloading “**RDJ Waalstroom**” on 19th July. (Photo by Derek Sands)

Below she sets off for Rotterdam in ballast on the evening of the 20th July. (Photo by Steve Cone)



Dredging and Surveying



“Elisa” continues her work in the harbour on water injection dredging since around 2nd June. She is seen here on 2nd July. She departed to work at Great Yarmouth on 20th July. Owned by Ports of Jersey Ltd since April 2023 she is formerly the **“Isa”** of Global Ship Leasing BV, Netherlands. *(Photo by Alex Dace)*



“Hughes Hunter” outbound in the harbour on 8th July she has been carrying out surveying and diving operations off Bawdsey since the 6th. Owned by Hughes Subsea of Liverpool, no further details are known about her. *(Photo contributed)*



Plough dredging at Mistley on 24th July “**MTS Valour**”, she had arrived from Lowestoft earlier in the day. She ploughed whilst the tide allowed and returned again on the 25th and 26th on the high tide. She has been in the harbour previously and was completed in the Netherlands by Damen, Hardinxveld in November 2006 as “**DMS Heron**”. Her hull came from Kozle Serwis, Kedzierzyn-Kozle, Poland. Damen Trading and Chartering sold her later in 2006 to MTS Group and she got her current name. Her current contract with HHA is for around a week, ploughing all around the harbour and the River Stour. *(Photo by Steve Cone)*

Second-hand Vehicle Exports To Famagusta



The recent monopolisation of this trade by Hartmann vessels was broken on 19th July when “**Polaris**” headed for Parkeston Quay on 19th July. *(Photo contributed)*



Her smart appearance belies her years as she proceeds into the harbour. *(Photo contributed)*



Now passing Harwich in the early morning light, your contributor is also captured in the shot!
(Photo by Alex Dace)



Arriving from Cuxhaven to load she would only be alongside for eight hours as the berth has to be vacated for the next Stena Europort service ship to arrive. Launched in July 1988 as **“Odin”** for German owners by Sietas, Neuenfelde, she was completed as **“Polaris”** in October. Coming under Finnish ownership in 2015 her name was suffixed by **“VG”**. In 2022 Trulsen Chartering GMBH acquired her and she reverted to **“Polaris”**. She sailed at around 5pm on the 19th and anchored at Bawdsey for fourteen hours no doubt securing cargo. On her way out her master and VTS managed to disagree about where she should anchor but this was resolved later. She bunkered at Ceuta and has an ETA at Famagusta of 8th August. *(Photos by Alex Dace)*



Tugs Servicing Construction Craft In The London Array Wind Farm

“**Bosch**” and “**Sea Bronco**” are working out of Harwich, Parkeston Quay each day. They appear to be helping in the positioning of construction craft in the London Array as their tracks on AIS indicate this. Returning each day to Parkeston to lay over.



“**Bosch**” seen here on the 19th July is owned by H. Schramm Towage of Brunsbittel, but is registered in the Netherlands. She was built by Damen in 2007. *(Photos contributed)*





“Sea Bronco” following “Bosch” into the harbour. Owned by Sea Contractors of Vlissingen she was built in 2006 by IHC Holland. Below both can be seen berthed at Parkeston Quay. *(Photos contributed)*





“Bosch” Passing Harwich on a sunny 4th July. (Photo by Alex Dace)



“Sea Bronco” heads up the Stour on 11th July. (Photo by Derek Sands)

Blast From The Past



Alongside Harwich Navyard Wharf in late 1964 or 1965 is reefer “**Minden**” loading cars for the USA. She was built for Union Partenreederei, (Scipio) by Rickmers of Bremerhaven and completed in May 1964. In 1979 she went to Greek company Elmina Shipping without a change of name. In 1982 she was renamed “**Thunderfrost**” by Sundancer Inc, Piraeus. She gravitated to the Honduras flag in 1985 as “**Milos IV**”. She went to Gadani Beach in May 1985 for breaking. (Photos by Peter Smith)





Approaching Parkeston Quay on 3rd September 1981 is RFA “**Sir Tristram**” on army manoeuvres. (Photo by *Derek Sands*). Built by Hawthorn Leslie, on the River Tyne, launched on 12th December 1966, she was commissioned into British Army Service in September 1967. Managed by British India Steam Navigation until 1970 when she looked like this (below) (Photo Web sourced).



Transferred to Royal Fleet Auxiliary in 1970 and crewed by British Officers and Hong Kong Chinese sailors. In April 1982 she was diverted from Belize to the Falkland Islands to take part in the military operation to recover the islands from the Argentine invasion force. She was attacked in Fitzroy Cove on June 8th by Douglas Skyhawks of the Argentine Air Force. Her decks were strafed and two crew were killed and a 500lb bomb penetrated the deck without exploding. Her remaining crew were evacuated, the bomb exploded later after the ship was abandoned.

Later she was towed to Port Stanley to act as an accommodation hulk. In 1983 she returned to the UK aboard a heavy lift ship the *Dan Lifter*, to be rebuilt.



(Photo by Ken Griffiths and in the public domain).

Following her rebuild she re-entered service in 1985 to see service in the Gulf War and the Balkan conflicts. Further to this she supported relief operations for Hurricane Mitch off Central America and further military operations in Sierra Leone, Baltic Sea and the invasion of Iraq. The ship was decommissioned in December 2005 but is now used for training by the Special Boat Service at Portland Harbour.



In her new static role at Portland in 2016, which is set to continue until at least 2026.

(Photo by Alan Wilson, and in the public domain)



A busy day at the port of Wivenhoe on the River Colne in 1981. Nearest the camera is “**Almenum**” unloading a bulk cargo. She was built in the Netherlands at Monnickendam by Van Goor’s and completed in June 1978. In 1992 her name was suffixed by a “**I**” and later the same year she was sold to other Dutch owners (Koning Gans-Hartmann) as “**Zwartewater**”. Three years later she was renamed “**Oostzee**” still under the Dutch flag and same owners. Wantij BV were her next owners in 2004 without a change of name. In 2005 she passed to SIA K/S Ipasumi in Latvia who retained her name, as did Cotrex Group of Latvia in 2007. Two years later they flagged her out to St Vincent and Grenadines and sold her to Canadian owners in 2010 as “**Long Island**”. In 2020 she became a casualty and she has not moved since although still noted in Equasis. Last report was in March 2020 at Bayside, New Brunswick. *(Photo by Mick Warrick)*

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Any mistakes or inaccuracies are unintended.

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