



(Photo by Derek Sands)

The branch program for meetings in 2025 will be issued as soon as possible. There will be no meeting in January and February's will be a Zoom meeting. The majority of meetings will be held at the Felixstowe Museum.

Recent Callers



Making a superb sight as she enters the harbour on 26th November is “**Arklow Rover**” the latest in a series of ships being built for Arklow by Royal Bodewes, Hoogezand. She entered service in September 2024. Heading for a first call at Ipswich with a cargo of grain loaded in Southampton she would depart for Amsterdam on the 30th.
(Photos contributed)





Making her latest call at Felixstowe **“Ever Alot”** arrives on 28th November. One of a series of ships being built by two yards in China and Samsung HI in South Korea. **“Ever Alot”** was the first of their allocation to be completed by Hudong-Zhonghua, Shanghai entering service in July 2022. (Photo by Mick Warrick)



“CMA CGM Barracuda” arrives for a repeat visit on 28th November, her last port being Tanger Med. After just a day in port she left for Hamburg and Rotterdam. Built as **“Ital Libera”** by Hanjin Heavy Industries, Busan. She was acquired by CMA CGM 2022 but has not yet received a repaint. (Photo by Derek Sands)



Basking in very good light conditions at Felixstowe's Trinity Seven berth, **“Ever Meed”** making her first call at the port on 29th November. Completed by Samsung Heavy Industries, Geoje in July 2024 with a main engine by Hyundai. She is the 6th vessel in the “Max” (M) series of 15,372 TEU ships which numbers fourteen so far. She had arrived from Taipei and Yantian, via Rotterdam on the 28th November and left on the 1st December for Hamburg, Rotterdam and Colombo. *(Photos contributed)*





With her cargo of stone from Belfast already discharged on 29th November “**Eems Servant**” had arrived earlier in the day and would leave the following day for Rotterdam to load for Spain. Built to the Dutch Tille Trader 3300 design by 1-89 Enterprise, Haiphong, Vietnam in 2010. Her gross tonnage was increased from 1,862 to 2,153 when she was lengthened by twelve metres at the Smart Maritime Group in Kherson, Ukraine.
 (Photo contributed)



Once a regular caller at Creeksea on the River Crouch with timber from Riga, “**Merit**” is seen at Cliff Quay, Ipswich on 29th October. She had arrived from Rotterdam on the 28th and left later on the 29th for Ridham Dock on the Swale. Launched by Daewoo-Mangalia, Romania in November 1999, she was completed by Pattje, Waterhuizen, Netherlands in May 2000. She is owned in Germany and flies the Gibraltar flag.
 (Photo contributed)



Smartly turned out **“Coe Mieke”** approaches Ipswich at the end of her voyage from Vasteras, Sweden on 29th November. Owned in Germany and managed by Coe Shipping GMBH of Buxtehude she has been **“Coe Mieke”** since 2022. Built as **“Arklow Meadow”** by Hitzler, Lauenburg. Sold to Norwegian owners in 2000 she became **“Frakto”**. Finnish owners acquired her in 2014 as **“Corinne”** for Gran Shipping of Mariehamn, Aland Islands. They renamed her **“Jolie”** in 2019 until she was sold in 2022. (Photos by David Hazell)





Now seen alongside Cliff Quay on the 29th shortly after berthing. *(Photo contributed)*

Below she is proceeding outbound for Rotterdam on 3rd December in the lower reaches of the River Orwell.
(Photo by Martin Klingsick)





Nine cranes deployed at number nine berth, Felixstowe to service **“MSC Elenoire”** on 1st December 2024. She had arrived with a 17.1 metre draft on the 29th November from three ports in China via Tanjung Pelepas, Malaysia. She was completed in June 2023 by Chinese shipyard Jiangsu Yangzi Xinfu, with a length of 366 metres and an extreme breadth of 51.09 metres, powered by a MAN main engine. *(Photo contributed)*



Having berthed starboard side to the quay, she had to be turned around on departure on 3rd December. She is currently heading for Singapore via the Cape with an ETA of 15th January. *(Photo by David Hazell)*



Now fully turned around and head out for departure with a very good load of mainly empties it would seem by her draft. (Photos contributed)





The dull conditions were making photography difficult as “**Kilia**” passed Felixstowe viewing area on 1st December. She is inbound from Zeebrugge and appears to be completely empty on her first visit to the port. Below she is departing on the following day in much better light and with plenty of boxes on board for her charterer CMA CGM. (Photos by David Hazell)





Now seen from the air as she departs for Hamburg and ports in Spain, Portugal and Morocco. Built in China by Fujian Mawei, Fuzhou and completed in June 2010 as “**Marman**”. She became “**Philemon**” in 2014 and was lengthened in the following year by the her builder. In 2020 she changed from German ownership to Dutch as “**Ara Amsterdam**” but reverted to German owners in 2024 and gained her present name. She is capable of around 1,000 TEU since her lengthening. *(Photos contributed)*





Believed to be her first call at Felixstowe “**MSC Mundra VIII**” is alongside Trinity Seven berth on 3rd December. She had come from Lome, Togo and would leave later on the 3rd for Rotterdam. She is currently doing the European “rounds” and has called at Hamburg, Bremerhaven, Antwerp and Le Havre and was due at London Gateway on 20th December but was still awaiting a berth and drifting around off Orford on 21st December. Built for Norddeutsche Reederei by Daewoo Shipbuilding Okpo in 2005, she was immediately chartered out to Hapag-Lloyd as “**Savannah Express**”. At the end of her charter in 2014 she was renamed “**Northern Julie**” by her owners. She had a one year charter in 2016 to Taiwan’s Wan Hai Line as “**Wan Hai 803**” and reverted to “**Northern Julie**” in 2017. In 2021 she was acquired by MSC for \$85m and renamed “**MSC Mundra**” with the suffix “**VIII**” added in 2024. (Photo contributed)



Turning to berth on 6th December as she arrives at Felixstowe on her maiden voyage, “**Angelica Maersk**”. (Photo by Alex Dace)



Looking impressive as she enters the harbour, she is the latest in a long series of ships of this design being built. **“Angelica Maersk”** was completed in October 2024 by Hyundai Heavy Industries, Ulsan. The dual fuel ship is designed to carry 16,592 TEU and is 349 metres in length. She left Nansha in China on October 26th and called at Yantian, China, Tanjung Pelepas, Malaysia, Colombo, Sri Lanka and Tanger Med, Morocco. Leaving for Hamburg on the 9th she next called at Hamburg and had an ETA of 23rd December at London Gateway. *(Photos contributed)*





Inbound for Ipswich on 5th December, “**Eems Dart**” passes Felixstowe in dull conditions. She has come from the French port of La Pallice and would not sail for Amsterdam until the 10th. Her hull came from Daewoo-Mangalia launched in July 2000 and she was completed by Damen, Bergum as “**Esperance**” in March 2002. She became “**Amny Dollard**” for Amny Dollard BV, Netherlands. Amasus became managers in 2012 when she was renamed “**Eems Dart**” and hoisted the Gibraltar flag. (Photo by Mick Warrick)



Launched by Tallinna Laivatehas, Tallinn in October 2005 and completed by Damen, Bergum two months later as “**Milady**”, “**Breb Timber**” passes Felixstowe inbound from Hull, for a first call at Ipswich to load for Antwerp. She sailed for the Belgian port on the 11th. She was renamed in 2022 when acquired by Mellum Breb Schiffahrts and she is managed by Briese Shipping, and flies the Portugal (Madeira) flag. (Photo by David Hazell)



A busy scene at Ipswich as “**Edmy**” sails from West Bank on 12th December after delivering her cargo of stone from Askoy, Norway. She had arrived the previous day and is now heading back to Norway and the port of Jossinghamn to load for Poland. Launched as “**Scan Leader**” she was completed for Feederliners BV as “**Varnadiiep**” by Bodewes, Hoogezand in October 2002. She hoisted the Spanish flag in 2015 as “**Ezaro**” for Naviera Sicar of Madrid. Acquired by Norway’s Myklebusthaug Rederei in 2021 she was renamed “**Edmy**” and had a Hitachi excavator installed to facilitate self unloading. (Photos by Alex Dace)





Trinity Six berth hosts “**CMA CGM Vasco de Gama**” for her first call on 13th December. She had arrived from Gdansk, Poland on the 12th and would depart on the 13th for Port Klang, Malaysia. Built by Chinese Shipyard, Shanghai Jiangnan Changxing and completed in July 2015. *(Photo contributed)*



Six cranes attend to “**MSC Maura**” on her second visit to Felixstowe on 13th December. As on her first visit in August she would move under cover of darkness, sailing on the 17th for Rotterdam. This time she had come from Ningbo, Xiamen and Yantian in China via Malaysia’s Tanjung Pelepas. The contract for her building was signed in June 2021 with her keel laid in October 2023 and her launch five months later, completed in June 2024 by Jiangsu Yangzi Xinfu., she has a MAN main engine. *(Photo contributed)*



“Varmland” berthed at Cliff Quay, Ipswich on 14th December the day of her arrival from Belfast. She was one of a series built by Barkmeijer, Stroobos and was completed as **“Arklow Star”** in 1999 for Rederij Steggerda BV, Zaandam. BBS Bulk I A/S became owners in 2006 and in 2012 changed her name to **“BBS Star”**. Pilar Shipping of Nassau acquired her in 2014 and renamed her **“PS Star”**, for a short time. In the same year she was sold to Karl Meyer of Stade and renamed **“Varmland”**. *(Photo by David Hazell)*



Here she is outbound on the 17th for Amsterdam, to load for Busum, Germany. *(Photo by Mick Warrick)* (17)



Two fine aerial views just after she has left the River Orwell and she is transiting the harbour.
(Photos contributed)





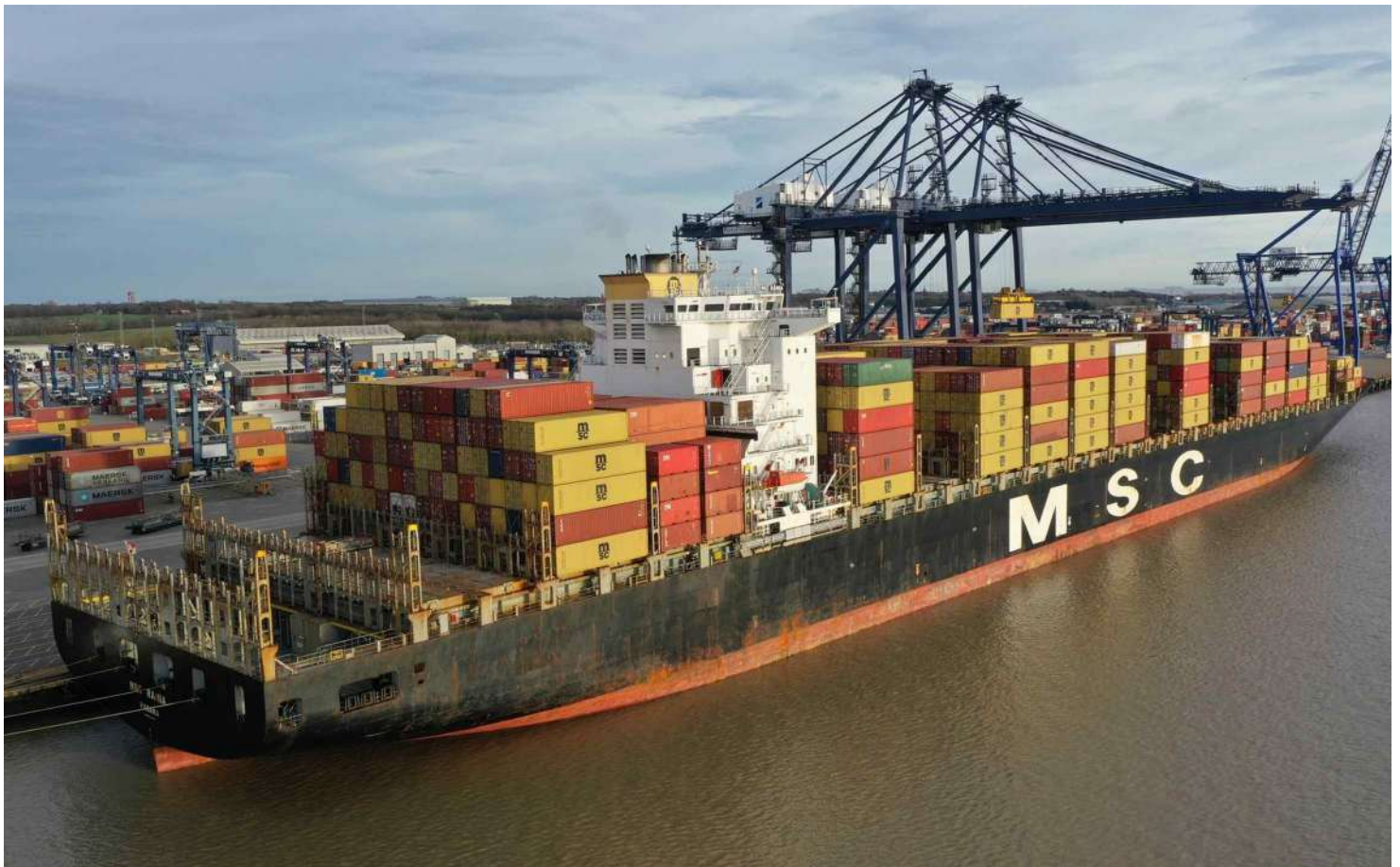
Seen at Ipswich's 500ft berth on the 15th December, the day after she arrived from New Orleans, with a cargo of rice, this is a first visit to the port for **"Coe Luisa"** and she had not called at Ipswich under any of her previous names either. She was built in China by Jiangzhou Union, Ruichang as **"Beluga Felicity"** in 2008. Beluga ran into financial problems in 2011 and she passed to Briese Schiffahrts as **"BBC Tennessee"**. She became **"Coe Luisa"** in 2019 but reverted to **"BBC Tennessee"** the next year. In 2022 her registered owner became Luisa Schiffahrts with BD-Shipsnavo GMBH as managers and she was renamed **"Coe Luisa"** again. (Photos contributed)

Below is a bow view taken on the 17th December, she departed in the early hours of the 21st for Tananger, Norway.





It's some while since **"MSC Rania"** last called at Felixstowe but she returned again at last on the 15th December. Arriving the previous day from Lome, Togo, she would depart for Hamburg on the 16th. Completed by Daewoo Shipbuilding, Okpo in December 2005 she is capable of carrying 8,400 TEU. *(Photos contributed)*





“Kreete” in the River Orwell just below the Orwell Bridge as she nears the port of Ipswich on 15th December. This is her first visit to the port and she is inbound from Gdynia, Poland. Launched by Marine Projects, Gdansk in July 2003 she was completed as **“Flinterbothnia”** by Bodewes, Hoogezand. After Flinter’s financial demise her name was shortened to **“Bothnia”** in 2017. She came under SCG management of Groningen in 2018 as **“Longglory”** and Baltic Shipping of Estonia gained control of her in 2021 under her current name.
(Photos by David Hazell)



Having just passed under the Orwell Bridge she is approaching the berths at Cliff Quay.



Another first time caller is **“CMA CGM Tokyo”** seen here at Trinity Terminal, Felixstowe on 17th December. She would leave later in the day for Le Havre having arrived the previous day from Malta Freeport and Tanger Med. Built in the Philippines by HHIC-Phil, Subic in 2013 as **“Cap Arnauti”** for Sokset Shipping and managed by Eastern Pacific Shipping. Her name changed to **“Tokyo Bay”** for a charter in 2020. She was then acquired in 2024 by CMA CGM and was given her current name in October. *(Photos contributed)*





Passing Felixstowe's viewpoint on the 17th December, "**CMA CGM Constanza**" will join her fleet mate at Trinity Terminal. Built by Jiangsu New Yangzijiang, Jingjiang in 2010 for Tacton Shipping Liberia and immediately chartered to Zim Lines as "**Zim Constanza**". Her name was shortened at the end of the charter to "**Constanza**" in 2022 and she was acquired shortly afterwards by CMA CGM and renamed. Having arrived from Tanger Med, she left on the 19th for Antwerp. (Photo by Mick Warrick)



The third vessel of this new series for Arklow to call at Ipswich, "**Arklow Glen**", seen here on the 17th December, she had arrived from Belfast earlier in the day. She backloaded a cargo and left for Rouen on the 18th arriving there on the 20th. One of a series of five ships from Ferus Smit, Westerbroek, she was launched sideways into the Winschoterdiep on June 16th 2023 and entered service in July. (Photo contributed)



These photos were taken not long after “**Lisa Lehmann**” had arrived at Ipswich on 17th December. She has a cargo of grain loaded in Mukran, Germany and would depart in ballast for Tilbury on the 21st. The third ship to hold the name since 1989, she was launched in Romania by Severnav, Drobeta-T.S. in July 2004 and completed by Dutch yard, Bodewes, Hoogezand as “**Storoe**” in November 2004. Her owner Hermann Buss sold her in 2013 to Lehmann Rederei of Luebeck and she was renamed. *(Photos contributed)*





“**Kreete**” seen earlier in the newsletter as she arrived, her cargo is nearly discharged in this photo taken on the 17th December



MSC charter “**Conti Courage**” departs Felixstowe on 20th after her latest call. She had arrived from Lome, Togo on the 18th and is now on her way to Rotterdam. Built in 2005 by Samsung, Koje as “**Hatsu Courage**” for charter to Hatsu (Evergreen). At the end of the charter she was renamed “**Conti Courage**” in 2017 by her German Owners. (Photo by Mick Warrick)



On charter to Maersk, **“CCNI Angol”** makes her first call at Felixstowe on 21st December. She has come from Nhava Sheva, India via Tanger Med, Algeciras and Rotterdam. After a stay of around twenty one hours, she left for Tanger Med. Built for German owner NSC Shipping in 2015 by HHIC-Phil, Subic, Philippines. Her name suggests a charter to Chilean line CCNI initially, and this has not yet been altered. *(Photos contributed)*





Another ship making a return to Felixstowe after her last visit in February “**MSC Ivana**”, arriving at Felixstowe on the 19th from Tanjung Pelepas via Colombo, she sailed for Zeebrugge later on the 21st. The 363 metre vessel was completed by Hyundai, Ulsan in December 2008 and is capable of 11,356 TEU. *(Photo by Alex Dace)*



She looks well turned out in this photo taken on 21st December. She underwent a survey in June this year. *(Photo contributed)*



Making probably her last visit to Felixstowe **“Matz Maersk”** arrives on 21st December from Colombo via Tanger Med and Hamburg. She left for Antwerp on the 24th and berthed in the Deurganckdok on the 28th. Designated as a “Triple-E” type she was completed by Daewoo Shipbuilding at Okpo, South Korea in June 2014.
(Photo by Alex Dace)



“MSC Audrey” rounds the Beach End in the approach channel, destined for Trinity Six, Felixstowe on 22nd December. She is inbound from Mundra, India with a 16.1 metre draft and had been waiting outside since the 17th. She was completed in May 2023 by Hyundai, Samho. *(Photo by Derek Sands)*

MPI Resolution Update

Thanks to Geoff Watson for the following correction: the original colours of the “MPI Resolution” were in fact white as seen in the photos below taken during a promotional visit to London on 7th February 2005. Geoff was her agent for this visit.



Brightlingsea Shipping



The widely travelled “**Wilson Baerl**” arrives at Olivers Wharf on 1st December 2024 and after a quick discharge left for Hamburg on the next tide. Having previously been to Brightlingsea as “**RMS Baerl**” she has now donned full Wilson colours after RMS were acquired by Wilson. She had left Mersin, Turkey on November the 8th for Castellon, Spain and then she sailed to the Portuguese port of Setubal. There she loaded cement in bags for Brightlingsea departing on the 25th. Launched by Severnav, Drobeta, Romania in May 1999 she was completed by German shipyard, Schloemer, Oldersum as “**Rhonediep**”. Sold and renamed “**Kirsten**” in the same year she then became “**RMS Baerl**” in 2006. Wilson renamed her in 2022. (Photos by Derek Sands)



Mistley Shipping



Passing Harwich inbound for Mistley on 29th November from Kruibeke on the Scheldt is “**Vitality**”. Built to the Trader 4300 design by Rongcheng Shipbuilding, China, as “**Allerdiep**” for Cypriot flag owners. Her owners became Marship Minibulker Flotte of Germany in 2014 and she was renamed “**Altamar**” and in 2017 “**Alstertal**”. Acquired by Faversham Ships of Cowes in 2019 she was renamed “**Vitality**” and ownership passed to Casper Chartering in 2023 with management by Faversham Ships whose colours she wears. (Photos by Derek Sands)





Now approaching the berth at Mistley. *(Photo by Steve Cone)*



Alongside at Mistley and discharging her cargo of expanded clay on 2nd December, the starboard side of the ship displaying her ownership logo which has not been applied on the port side yet. *(Photo by Alex Dace)*

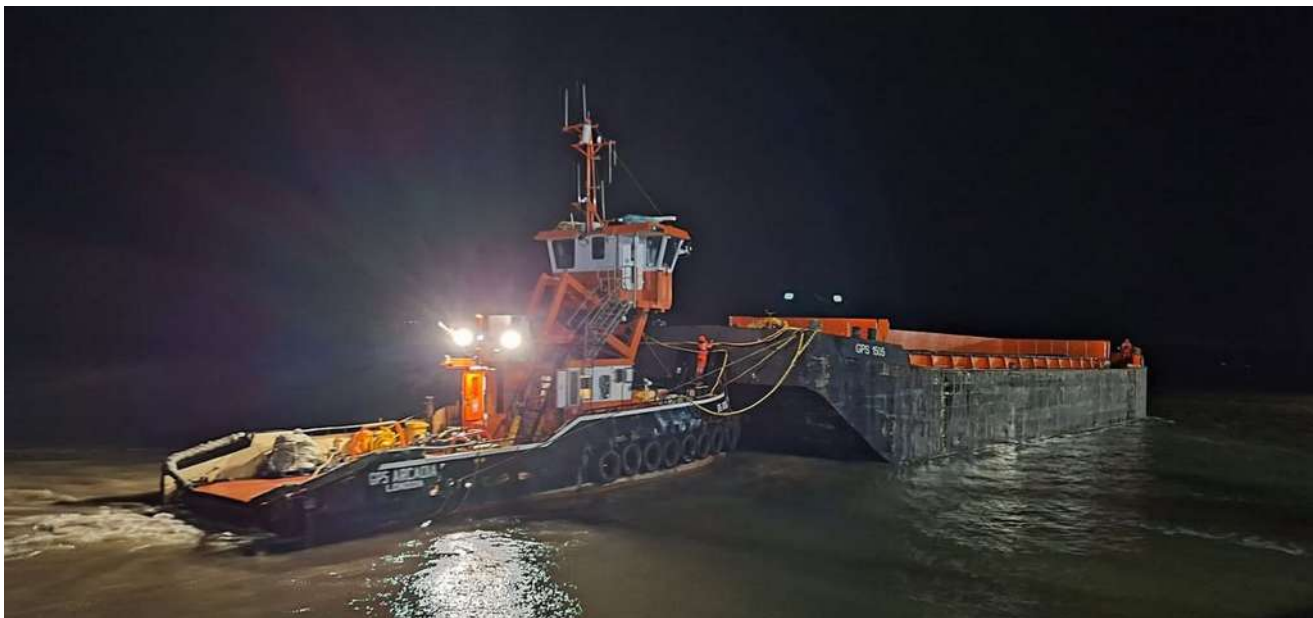
“Vitality” departs for Amsterdam on 2nd December.
(Photo by Steve Cone)



Discharge of barge **“GPS 1505”** well underway on 2nd December while the tug waits patiently.
(Photo by Alex Dace)



Below the combo sets off for the Medway later on 2nd December.
(Photo by Steve Cone)





Forging her way past Harwich on 14th December, “**Wilson Saimaa**” inbound from Aviles, Spain for Mistley with aluminium ingots. Launched in July 2005, she was completed as “**RMS Saimaa**” in 2005 by Slovenske Lodenice, Komarno. Wilson gained control of RMS Schiffinvest in 2022 and she was renamed.
(Photos by Derek Sands)





Taken from a high vantage point as she passes Harwich's Ha'penny Pier. (Photo by Alex Dace)



Coming alongside at Mistley in a well loaded condition. (Photo by Steve Cone)



Not long arrived from Inverness on the 15th December **“Scot Pioneer”** will soon discharge her cargo of woodchips. Her hull came from Leda Shipbuilding on the island of Korcula, Croatia and she was completed as **“Harns”** by Peters, Kampen in December 2006. Scot Line acquired her in 2008 and renamed her.
(Photo by Steve Cone)



“Scot Pioneer” and **“Wilson Saimaa”** alongside on the 16th. Below **“Wilson Saimaa”** departs for Amsterdam on the 16th. (Photos by Steve Cone)





Departing on 18th December for Varberg, Sweden. (Photo by Steve Cone)



Arriving from Eemshaven, Netherlands on 17th December with a cargo of ash, “**Mia Sophie-B**”. Built by Arminius, Bodenwerder in January 1995 as “**Tulos**” for Russian owners based in St Petersburg. In 2011 she was flagged out to Panama although still owned in Russia. In 2016 she was acquired by JEB Bereederungs, Elsfleth and renamed “**Mia Sophie-B**”. She sailed for Antwerp on the 20th and arrived the next day, to end this busy period for Mistle. (Photos by Steve Cone)





At the berth on the 19th and already fully discharged ready for the departure on the 20th. (Photo by Alex Dace)

Sea Defence Work

Two recent visits to Harwich by the tug “**Elisa**” and barge “**Osprey Intrepid**” had raised the question of where they were working offshore, as the barge clearly showed evidence of a rock armour cargo. Captured on their second visit as they passed Harwich inbound on the 15th December, it would seem they will be here over the Christmas period.



Captured from a high vantage point “**Elisa**” with her tow, all details are in the previous newsletter.
(Photo by Alex Dace)



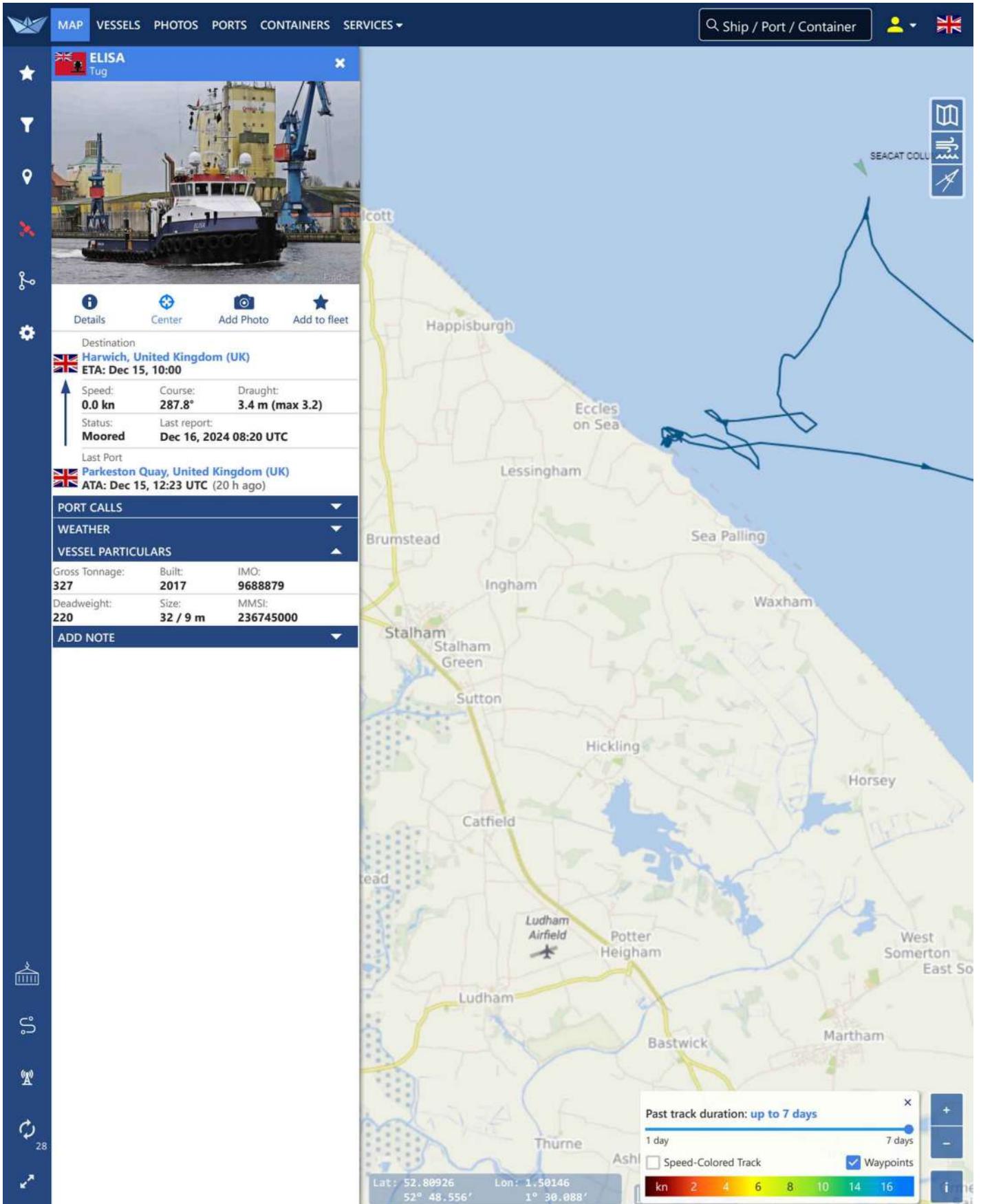
The ensemble heads upriver for Parkeston Quay. (Photo by Derek Sands)



This time the assisting Multicat is “**Sarah Grey**” replacing the “**Hound Dog**” from last time.
(Photo by Derek Sands)



Owned by Coastal Launch Services of Brockenhurst, Hants, she was built in 1999 by Cladar Ltd, Portchester. She had joined the tow off Lowestoft and she left Parkeston Quay for Gravesend just two hours after her arrival.
(Photo by Alex Dace)



The rock armour loaded in Rekefjord, Norway is being used to strengthen coastal defences for a fourteen kilometre stretch between Eccles and Winterton on Sea. The work is being carried out for Norfolk District Council and the Environment Agency. There will be a long term plan to provide protection for the coast between Cromer and Winterton.

Cement From Portugal

Harwich Navyard Wharf received another delivery of cement in bags when “**Marie**” called at the wharf on December 19th. She arrived around 02.25 in the morning from Lisbon and left on the next tide at around 20.21 for Antwerp, thus evading the cameras of local photographers. Below is a photo of her arriving at Brightlingsea to load scrap in August 2023.



A recognisable product of Slovakian yard, Slovenske Lodenice, Komarno, launched as “**Pan**”, she was completed for Briese Schiffahrts as “**Wani River**” in April 2002. Three years later she was renamed “**Harleriff**” and in the following year went to Fehn Ship Management as “**Fehn Mirage**”. Boeckmans Shipping of Antwerp acquired her in 2017, she was renamed and flies the Belgian flag. (Photo by Derek Sands)



Notice to Mariners

Number: 75
Year: 2024
Issued: 06 December
In force: 2023: 48, 2024: 18,53,54,56,62,63,66,67,74,75

Dredging and Survey Operations – Update 3

Mariners are advised that dredging and survey operations are taking place as follows:

- **Shoalway (IMO: 9556337)** is carrying out dredging operations in Harwich Harbour, Felixstowe Berths, and Harwich International Port until approx. **20 December 2024**.
- **C-Force (IMO: 9850305)** - is carrying out dredging operations in Harwich Deep Water Channel and Harbour until approx. **08 December 2024**.
- **Geosurveyor XXII (IMO: 9576662)** – is carrying out survey operations in the Harwich Deep Water Channel and Harbour until approx. **11 December 2024**.
- **Porthos (Callsign: MYVS5)** – is carrying out survey operations in the Harwich Harbour, Felixstowe berths, Harwich International Port, until approx. **20 December 2024**.

See also the following local notice to mariners regarding dredging and survey activities:

[54-2024: Dredging Operations – Barney](#)

[63-2024: Dredging Operations – Cathy Anne](#)

For more information contact Harwich VTS on VHF Channel 71.

This notice replaces local notice to mariners No. 73 of 2024, which is now withdrawn.

Will Barker

Marine Director (Harbour Master)

“Shoalway” left the harbour on the 18th December bound for Leith.

76-2024: Works on Trinity House Pier

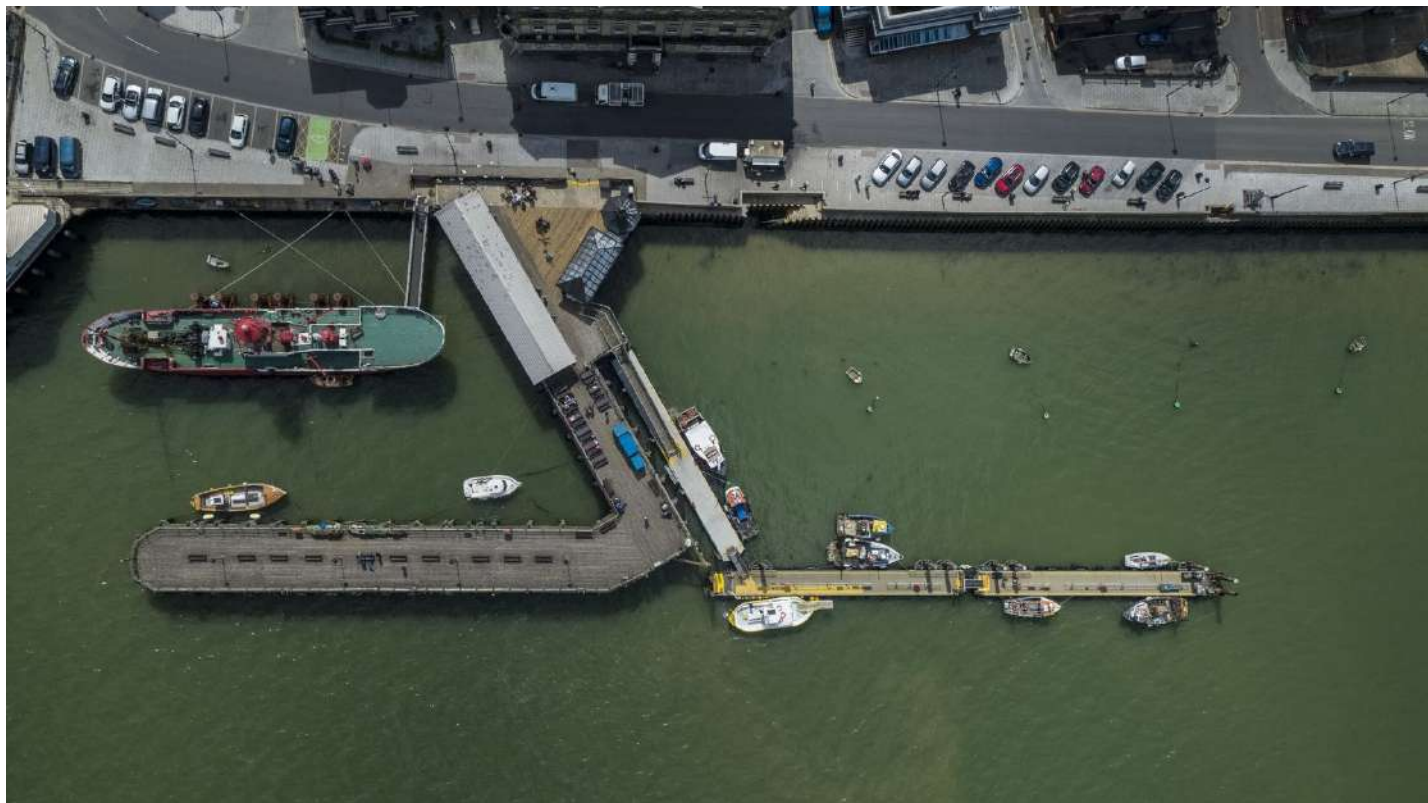
06 December 2024

Mariners are advised works are taking place on Trinity House Pier between the following dates:

10 December 2024 – 22 December 2024

06 January 2025 – 18 February 2025

A pontoon platform will be working around and underneath the pier during ebb tides in daylight hours, **mariners are requested to pass a slow speeds.**



Ha'penny Pier, Harwich, will be partially closed to members of the public from 6 January 2025 to allow essential maintenance works to take place.

The closure follows a recent condition survey conducted by Harwich Haven Authority that found deterioration of the pier substructure. The works will include installing additional piles and replacing damaged timber beams and deck planks. The replacement timber, Douglas Fir, Ekki and Greenheart have all been sourced from certified, sustainable sources.

The repairs, costing approximately £200,000, will be carried out by Amicus Civil Engineering Ltd and are planned to take eight weeks to complete. Members of the public will still, however, be able to access the Harbour Foot Ferry, Deck 1853 and the Visitor Centre.

“As owners of Ha'penny Pier it is our responsibility to ensure the structure of the pier is safe”, says Sarah West, CEO, Harwich Haven Authority.

“This is not the case for many similar wooden piers across the UK that have fallen into disrepair through lack of investment. Indeed, in the past 10 years we have spent more than £1.5 million to keep one of Harwich's most iconic landmarks open for members of the public to enjoy.

“Restricting access to the far end of the pier will, I know, disappoint some people but we hope everyone will understand that repairs need to be completed at the earliest opportunity. “

Blast From The Past



“Antonia Johnson” at Felixstowe in 1982. Built 1971 by Wartsila, Turku, Finland for Rederi A/B Nordstjernan (Johnson Line). Sold in 1985 to Agapanto Holdings (MSC managers) and renamed **“Regina D”**, renamed **“MSC Regina”** in 1994 and **“MSC Giovanna”** in 1998. Broken up at Alang March 1999. (Photo by Tony Wrycraft)

She had three sisters, **“Axel Johnson”** built by Wartsila in 1969 and converted to a cruise ship (**“Regent Sun”**) in 1990. **“Annie Johnson”** also converted in 1992 to a cruise liner (**“Regent Moon”**). The third sister **“Margaret Johnson”** was sold and renamed **“Regent Sky”** in 1986 with the intended conversion not undertaken and she was scrapped at Aliaga in December 1987. Below is **“Costa Marina”** in the Kiel Canal in 2008, formerly the **“Axel Johnson”**



Photo © Aleks Lindström 2008



Anchored in the River Stour off Parkeston Quay in July 1979 is **“Byzantine Enterprise”**. If memory serves correct she had been due to load grain in Ipswich but had been rejected due to dirty holds. As all her hatches are open, it suggests cleaning of the holds is taking place. Built in 1961 for Cie Marocaine de Nav, Casablanca as **“Ketama”** by German Shipyard, Schlichting of Travemunde. Sold in 1979 to Blue Gas Shipping of Piraeus and renamed **“Byzantine Enterprise”**. She was laid up in Veracruz from 27th October 1981 before going to Goldwils ship breakers at Brownsville, USA in February 1984. *(Photo by Derek Sands)*



“Angelburg” a reefer belonging to Fruchtreederei Harald Schuldt and seen here on charter to Salen Reederei, of Sweden. She is outbound in 1977 from number eight berth Parkeston Quay after discharging bananas? Built in Germany by Kieler Howaldtswerk, Kiel in 1966 and of 5,532gt. Sold in 1978 to Ondine Shipping Corp of Monrovia and renamed **“Ondine”**. She then went to the Philippine flag in 1983 as **“Panay Gulf”** for Triton Pacific Maritime Corp of Manila. This nice vessel met her end at Gadani Beach in November 1984 when scrapped by Murtazvi Enterprises. Photographs of her as **“Ondine”** and **“Panay Gulf”** both show her with a Schuldt funnel suggesting that the company had flagged her out and still had more than an interest in her. She was one of a series of four express reefers **“Angelburg, Ahrensburg, Asseburg and Ardlenburg”**. All built by Howaldtswerk for Harald Schuldt, they were all powered by a 10 cylinder Howaldt-MAN diesel of 14,000hp and capable of 23 knots making them amongst the fastest reefers of their time. The crew of thirty eight would have been kept busy looking after the refrigeration units and her ten derricks. *(Photo by the late Malcolm Cornes)*



A scan of an undated slide which shows so much of interest. **“Prins Oberon”** of Lion Ferry A/B, Sweden alongside at Harwich, Navyard Wharf, she is dressed overall. She was built by Nobiskrug at Rendsburg in 1970. In 1978 her name was amended to **“Prinz Oberon”** by Deutsche Leasing and DFDS (Deutschland) became owners in 1983. Sold in 1984 to Transnordic Line of Stockholm and renamed **“Nordic Sun”**, she only gave them two years service as she was sold to Malaysian company Perbadanan Nasional of Port Klang and renamed **“Cruise Muhibah”**. In 1990 she went to B&I Line of Dublin as **“Munster”**. Her owner in 1990 was EPA Ireland Ltd. They remained her owners in 1993 when she was renamed **“Ambassador”** and in 1994 **“Ambassador II”**. Gravitating to the Liberian flag in 1997 under the same name for Sterling Shipping, Monrovia and in 2000 her flag was changed to the Bahamas. Deleted in June 2010 she was broken up by Southern Scrap Yard, New Orleans in January 2011. The wharf’s inside berths are both busy with two of Wallenius’s bow loaders. In the distance is Maltese National Lines **“Avolos”** before she had her funnel streamlined to look more modern. **“Avolos”** was built as a turbine steamer for Ellermans Wilson Line, Hull as **“Volo”** in 1946 by Swan, Hunter and Wigham Richardson at Low Walker on Tyne. She became **“Avolos”** in 1969 and in 1974 **“Mdina”** for Maltese National Line. Her end came at Augusta, Italy when she was broken up in August 1979. (Photo by the late Malcolm Cornes)



“Mdina” at Rotterdam. Scanned from an undated slide (by the late Tony Stacey)



“Cruise Muhibah” at Felixstowe 16th July 1986. *(Photo by Derek Sands)*

Newsletter compiled by Derek Sands and proofed by Neil Davidson
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Any mistakes or inaccuracies are unintended.

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