



(Photo contributed)

Haven Ports Branch, New Venue

Two meetings have now been held at our new venue at the Felixstowe Museum, on Viewpoint Road. It has proved to be ideal with a smaller room and cosier feeling, and there is ample parking outside. As many will now realise, we have a mixed program of Zoom and physical meetings this year and most are bi-monthly.

Our next gathering is a social event on Sunday August 11th at 12 noon. The venue is as last year: The Shipwreck pub at Shotley Marina. Wives, partners and friends are all welcome to attend.

In September we have a meeting via Zoom, when Derek Sands will be showing images from the Malcolm Cornes collection. Start time will be 7.30pm and a link to the meeting will be sent via email.

Our AGM is at Felixstowe Museum on November 14th at 7.30pm. This will be followed by members slides/images so please bring something for us to see.

There will be no meeting in December 2024, January 2025, and February's will be via Zoom in case of inclement weather.

I am asking for members to contribute content for future meetings please.

Derek Sands, Branch Sec.

Fotoflite

I would like to express my gratitude to Nigel at Fotoflite for his kind permissions granting the use of photos from his company archive. If you are looking for a particular photo of a ship then Fotoflite is the place to go for superb aerial images. Here is a link to the Fotoflite site: <https://www.fotoflite.com>

They also have a Facebook page here: https://www.facebook.com/doverstraitshipping/?locale=en_GB



Recent Callers



Leaving the harbour after another call at Parkeston tanker berth is “**Atlantic Wind**” on 24th May. She had arrived from Amsterdam on the previous day and was now heading for Rotterdam, Szczecin and Mongstad in Norway. Of a distinctive design her hull came from the Romanian yard of Aker, Braila in July 2006. Completed in Norway as “**Marida Boreas**” by Aker, Brevik in 2007, in 2010 she was sold and renamed “**Ternen**” and three years later she was acquired by Carl Peters of Hamburg and given her current name. *(Photos contributed)*





A caller on multiple occasions at Felixstowe, “**Estelle Maersk**” is seen alongside number eight berth on 24th May. She left for Hamburg on the following day and then made calls at Antwerp, London Gateway and Tanger Med before rounding the Cape of Good Hope, South Africa heading for Abu Dhabi. *(Photo contributed)*

ESTELLE MAERSK
Container Ship

Details
Track
Add Photo
Add to fleet

Abu Dhabi, United Arab Emirates (UAE)
ETA: Jul 02, 03:00 (in 10 days)

Speed: 20.0 kn	Course: 39.4°	Draught: 16.1 m (max 16.0)
Status: Under way	Last report: Jun 22, 2024 07:10 UTC	

Tanger Med, Morocco
ATD: Jun 09, 08:08 UTC (13 days ago)

PORT CALLS

WEATHER

VESSEL PARTICULARS

Gross Tonnage: 71542	Built: 2006	IMO: 9321495
Deadweight: 74239	Size: 399 / 56 m	MMSI: 220478000

ADD NOTE

Destination: Abu Dhabi
Reported ETA: Jul 02, 03:00
Remaining distance:
Time:
Predicted ETA (UTC):
Predicted ETA (LT):
Available with SATELLITE plan



“**MSC Ilaria**” departs for Shanghai on 24th May, she had an ETA in the Chinese port of 26th June. Lightly loaded with mainly empty containers indicated by her shallow draft. She had arrived from Gdansk, Klaipeda, Hamburg and Antwerp on 22nd May. Owned by Seaspan Crop based in Vancouver, she is long term chartered to MSC. Her keel was laid in August 2023 and she was launched on 12th December, with completion by Jiangsu Yangzi Xinfu Shipbuilding in March 2024. *(Photos contributed)*





Outbound in the harbour after leaving Ipswich for Ridham Dock on 24th May **“Bellingshausen”** making her first call under this name. She had arrived from Hamburg on the previous day. Now owned by Waterway Shipping of Klaipeda and managed by Baltnautic also of Klaipeda, Lithuania. Built in Komarno, Slovakia by Slovenske Lodenice in February 2003 as **“Gretchen Muller”** for German owners. She was acquired shortly after by Erwin Strahlmann and was renamed **“Eider”**. During Strahlmann’s financial problems she was sold in 2021 to a company managed by Wessels Reederi and renamed **“Mosetal”**. In 2022 her owners became Waterway Shpg and she got her present name. *(Photo contributed)*





Three images of “**Misje Flora**” in the River Orwell as she approaches Ipswich on 27th May from Viewrow, Germany. This is her first visit to the port since she was completed by Colombo Dockyard, Sri Lanka in March this year. She would go north to Bergen when she left Ipswich on 1st June.

(Photos by Alex Dace)





Another shot of her in the river, she is the second vessel of this Sri Lankan built series to visit Ipswich.
(Photo by Mick Warrick)



Discharge at Cliff Quay is still underway on 29th May, this was completed on 1st June when she departed in ballast for Norway. (Photo contributed)



CMA CGM have chartered “**GSL Susan**” from her owners Global Ship Lease until the third quarter of 2027 with an option until 1st quarter of 2028. Built for German owners she was launched as “**E.R. Cook**” but completed by Hyundai Mipo, Ulsan as “**Ital Milione**” in June 2008. Acquired by Bomar Puccini in 2019 she was renamed “**Bomar Milione**” and Global Ship Lease purchased her in 2021 and gave her the current name. She is seen here departing Felixstowe on 27th May for Antwerp, having arrived from Tanger Med the previous day. *(Photos contributed)*





Polish flagged “**Tarzan**” owned by Gdanska Zegluga (Gdansk Shipping) unloading packaged timber from Gdansk at Cliff Quay on 29th May. She arrived from Shoreham with a part cargo earlier in the day, leaving the next day for Hartlepool where she loaded for Liepaja, Latvia. She has been to Ipswich several times since she became “**Tarzan**” in 2020, having been built as “**Reitdiep**” in 1995 by Pattje, Waterhuizen. She had four further names before gaining her current one. *(Photo contributed)*



Making her second call this year is “**OOCL Spain**” seen at number eight berth, Felixstowe on 29th May. She had arrived direct from Singapore the previous day, having left Singapore on 29th April. Launched in November 2022, she was completed by Nantong Cosco KHI Shipbuilding in March 2023. *(Photo contributed)*



Operating for Unifeeder Group which was acquired by DP World, Dubai in 2020 for \$764m **“Katharina Schepers”** departs Felixstowe for Hamburg on 29th May. Owned by HS Berederungs of Germany she was built in China by Sainty (Yangzhou), Yizheng and completed in 2012. *(Photos contributed)*





Unloading stone from Belfast direct to road transport is first time caller “**Arklow Resolve**” on 29th May. One of a series being built by Royal Bodewes, Hoogezand for Arklow, she was launched on 27th January 2024 and entered service in March. She left for Blainville-sur-Orne near Caen on 1st June. She returned to Ireland from France firstly to Foynes and then Limerick. She loaded for Swansea and then headed north through the Kiel Canal to Swinoujscie, Poland. *(Photo contributed)*



Final discharge taking place on 30th May. *(Photo by Mick Warrick)*



Just letting go from number nine berth is “**Ever Ace**” on 29th May. She had arrived from Rotterdam on the 26th and was now heading to Hamburg, followed by another call at Rotterdam before heading for Colombo, Sri Lanka. She was built in South Korea at Geoje by Samsung Heavy Industries in July 2021. Some of this series was built in South Korea and some in China. *(Photos contributed)*





Another visit by “**Sacura**” believed to be her third in recent times, seen here at Cliff Quay, Ipswich on 30th May. She has brought a part cargo of fertiliser from Szczecin from where she arrived on the 27th. After a protracted discharge she left on 3rd of June for Dumyat (Damietta) in Egypt probably to load more fertiliser. She was built as “**Sunrose E**” by China CYC in 2011. In 2016 she became “**MBC Rose**” and in 2021 she was renamed “**Sacura**” by Sacura Navigation and managed by Intresco, Valletta which is associated with Intresco, Odessa, Ukraine. (Photo by Mick Warrick)



“**Coneste**” departs Felixstowe on 30th May after her second visit we believe. With Cory Brothers as her agent there was no indication of who she was feeding boxes for, but there are a large number of OOCL boxes on board. It’s quite rare to see a feeder with cranes at Felixstowe these days and this one was completed by Sietas, Neuenfelde in 2003. Her hull had come from Daewoo, Mangalia. Launched as “**Coneste**” she was completed for charter as “**Maersk Fremantle**”. She reverted to her current name in 2009. (Photo by David Hazell) (13)



Looking to be in need of a dry docking “**Maersk Guayaquil**” departs Felixstowe for Bremerhaven on 31st May. She then headed for Tanger Med and Salalah, Oman via the Cape of Good Hope. Completed in September 2015 by Jiangsu Yangzi Xinfu, Jingjiang for Seaspan Corp., she is long term chartered to Maersk. (Photo by David Hazell)



Showing off her updated livery is “**Ever Grade**” at number eight berth, Felixstowe on 2nd June. She sailed three days later for Hamburg, Rotterdam and Tanjung Pelepas. Completed in January 2019 by Japan’s Imabari Zosen at Marugame. (Photo by Derek Sands)



Arriving from three ports in China and Malaysian hub port of Tanjung Pelepas, “**MSC Audrey**” making her first call at Felixstowe on 1st June. It appears she bunkered in Walvis Bay, Namibia on her way here. She would leave for Antwerp the following day. She was launched in February 2023 and completed in May by Hyundai, Samho, for Jainxin Jinbashi Leasing. (Photos by Derek Sands)





With her exhaust scrubber working hard, “**MSC Brittany**” heads into the harbour on 2nd June. After five days in port she left Cape Town on May 12th, calling at Las Palmas, London Gateway and Rotterdam on her way here. Constructed in Romania by Daewoo, Mangalia, she was launched as “**Anaxagoras**” but completed in February 2016 as “**CMA CGM Magdalena**”. Her charter to CMA CGM finished in 2021 when she became “**MSC Brittany**”. After leaving Felixstowe on 3rd June she called at Le Havre before heading across the Atlantic for east coast ports in the USA. (Photos by Derek Sands)





Seen in the Kiel Canal as she heads for Ipswich from Rostock on 1st June, “**Jade**” would arrive in Ipswich on the 3rd. Launched as “**Priscilla**” in May 2007 by Yichang Shipyard she was completed in the Netherlands by Veka, Lemmer in July 2010 as “**Jade**”. Owned by F. Jonge of Amsterdam she has been to Ipswich on more than one occasion. She would leave Ipswich on the 5th for IJmuiden and Rostock. *(Photos by Alex Dace)*





Arriving on a very still early morning on her maiden voyage is “**Maersk El Palomar**”. She left Nansha, China on 28th April, calling at Yantian, Tanjung Pelepas, Colombo and Tanger Med, on her way here to arrive on 4th June. Leaving the following day for Hamburg, she is, as this is written, crossing the South Atlantic bound for Santos. Completed by Japan Marine United, Kure in March 2024 for NKS Rigel Pte. Ltd of Singapore.
(Photos by Derek Sands)





Arriving on 4th June from Port Qasim, Pakistan and four ports in India is “**MSC Rikku**”. She started life in 2009 when completed by Hyundai, Samho as “**Hyundai Loyalty**” for Bessan Shipping, Zodiac Maritime, managers. She went to Lergow Shipping with Eastern Pacific as managers in 2013, they eventually renamed her “**Kotor Bay**” in 2021. MSC gained control of her in 2022 when she got her current name. Seen the following day below she would leave for Rotterdam on the 5th. *(Photos contributed)*





More familiar here in the past with a light blue hull “**Maersk Gibraltar**” acquired her black hull sometime in 2021. Seen here on 5th June at Trinity Terminal, Felixstowe, she would leave later in the day for Bremerhaven. Delivered by Jiangsu Yangzi Xinfu, shipbuilding of Jingjiang in November 2016 to Seaspan Corp. With an immediate long term charter to Maersk she has three sisters. *(Photos contributed)*





After loading at four ports in China, “**MSC Lorena**” called at Malaysia’s hub port of Tanjung Pelepas before coming to Felixstowe direct. Seen here arriving on 6th on her maiden voyage. Another vessel on long term charter to MSC from Seaspan Corp., she was completed by Jiangsu Yangzi Xinfu in April 2024. She left for Rotterdam on June 11th. *(Photos contributed)*





Now seen passing the viewing area with a very deep draft and not many spaces on board.
(Photo by Mick Warrick)



Discharge is well underway on 8th June with six cranes working on the ship. (Photo by Derek Sands) (22)



A first call for “**MSC Calypso**” as she arrives at Felixstowe from Singapore on 8th June, another very well loaded ship. She left two days later for Antwerp after discharge at Trinity terminal. She is owned by Sea 217 Leasing and managed by MSC. She was completed by Hyundai Heavy Industries, Ulsan in June 2023. *(Photos contributed)*





Bustling into the harbour on 10th June, “**Svitzer Adira**” has come from the Thames to assist local towage with one tug out of service. Built as “**Sanmar Terminal XIV**” by Sanmar, Istanbul. Svitzer acquired her in 2017 and renamed her. *(Photos by Derek Sands)*





“Aitolikos” arriving for berth nine Felixstowe on 11th June from Tanger Med. She has been on charter to CMA CGM since she was completed as **“CMA CGM Opal”** in the Philippines by HHIC Phil, Subic in March 2009. Her name was changed in 2021 by her Greek owners although she continues to operate for CMA CGM. Leaving Felixstowe on 12th June for Hamburg, Antwerp, Rotterdam and Malta. *(Photos contributed)*





With two tugs assisting “**Aitolikos**” turns off the berth and approaches number nine to be head out for departure on the 12th. (Photos by David Hazell)





Unloading her cargo from Aviles, Spain at Cliff Quay, Ipswich on 12th June is “**Arklow Falcon**”. One of a series of ten built by Murueta, Guernica only four of which remain in the Arklow fleet. She was built in 2010, the three other survivors were built after her in 2010 and 2011. She had arrived on 8th June and without a cargo on offer she eventually sailed for orders on 13th June. After five days at the Cork anchorage she sailed for Hull to load for Leixoes. *(Photo contributed)*



“**Vuoksi Maersk**” loading at Felixstowe on 12th June for Kotka, Finland. She sailed on the 13th and arrived at the Finnish port five days later. A regular at Felixstowe her details are in previous newsletters. *(Photo contributed)*



Making her first call at Ipswich “**Bellsund Fin**” was only completed by Damen Yicheng, China in January 2024. She has come from Riga and arrived on 11th June, discharge is well underway on the following day. She left for Pasajes, Spain on 13th arriving there on the 17th. She is owned in Germany and chartered to Baltic shipping of Denmark. *(Photo contributed)*

Below she can be seen in poor light and drizzle as she passes Felixstowe outbound. *(Photo by David Hazell)*





“MSC Bern V” at Trinity Terminal on 12th June, she had arrived the previous day from Diliskelesi, Turkey. After one and a half days at Felixstowe she departed for Antwerp, Bremerhaven and Veracruz (Mexico). Completed for MPC Munchmeyer as **“Rio Charleston”** in 2008 she was quickly chartered out as **“CSAV Lonquimay”** the same year. Reverting to her first name in 2013, she was acquired by MSC ten years later. *(Photos contributed)*





A many times visitor to Felixstowe since her completion in 2007, “**Elly Maersk**” at Trinity terminal on 12th June. Launched by Odense Staalskibs, Lindo in June 2007 she was completed in September. She arrived from Colombo on 10th June and sailed later on the 12th for Hamburg. *(Photos contributed)*





Another fairly regular caller at Felixstowe, **“MSC London”** alongside Trinity Seven on 12th June. She arrived fully laden from Xiamen and Tanjung Pelepas on 10th June and would not sail until the 16th for Rotterdam. Built in 2014 by STX Offshore and Shipbuilding, Jinhae, South Korea, she has been retrofitted with an exhaust scrubber and a heightened bridge. *(Photo contributed)*



Smaller ships like **“MSC Anchorage”** do not use berths eight and nine on a regular basis. Although over 100,000 tonnes deadweight she is dwarfed by the OOCL ship behind her. Launched in November 2012 she was completed the following January by Hyundai, Samho. She had arrived earlier on the 13th from Mundra, India and would sail for Rotterdam, Antwerp and Le Havre on the 15th. *(Photo by David Hazell)* (31)



Recently renamed **“Vertom Eva”** inbound on the River Orwell for Ipswich. She had a protracted build as her keel was laid in June 2007, but she was not launched until October 2010 and completed in December by Slovenske Lodnice, Komarno, Slovakia. Her owners Bojen-Schiffahrtsbetrieb immediately chartered her out as **“Wilson Alicante”**. In February this year her owners became Vertom-Bojen and she was renamed and placed under the Luxembourg flag. Arriving in ballast at Ipswich from Teignmouth on 12th June she loaded for Eemshaven in the north of the Netherlands, and departed for there on the 14th. *(Photos contributed)*





Third ship in a series of ten being built at Kampen, Netherlands by Thecla Bodewes, **“Vertom Tomma”** (completed 2023). She is passing Felixstowe on her way to Ipswich from Aberdeen on 13th June. Powered by state of the art diesel-electric propulsion to reduce CO2 emissions through power management systems. She sailed on June 19th for Antwerp. (Photos by David Hazell)





“Cosco Shanghai” arrives at Felixstowe on 13th June on COSCO’s Net2 service which has the following schedule: Felixstowe, Hamburg, Rotterdam, Piraeus, Mersin, Limak, Haifa, Alexandria, Piraeus, Salerno, Felixstowe. Built in Japan by Kawasaki, Sakaide, she entered service under the Hong Kong (China) flag in 2001. Cosco re flagged her to the UK with port of registry London in 2009, which is not so common on the stern of ships these days. *(photos by David Hazell)*





Departing Felixstowe on a Unifeeder service “**Elbstar**” heads for the Finnish port of Kotka via the Kiel Canal on 16th June. Completed in 2009 by Fujian Mawei Shipbuilding, Fuzhou as “**JRS Pegasus**”, having been launched as “**Fiveldijk**”. Chartered out as “**CCL Moji**” for a year she reverted to “**JRS Pegasus**” in 2010. In 2013 the JRS prefix was dropped and she was seen in Felixstowe under that name. She was lengthened by 17 metres in 2014 by her builders. In 2021 she took her present name. *(Photo by Derek Sands)*



First one of a series being built in Sri Lanka by Colombo Dockyard, “**Misje Vita**” entered service in September 2022. This is her third visit as she arrives in the harbour on her way to Ipswich on 16th June, from Belfast. She left for Ghent on the 18th. *(Photo Derek Sands)*



Arriving at Felixstowe on her maiden voyage, “**OOCL Finland**” has come from Yantian, China via Singapore. Launched by Nantong Cosco KHI in November 2023 she was delivered to her owners in April 2024. After four days in port she left for Zeebrugge. *(Photos contributed)*





Being pushed alongside her berth, there does not seem to be many vacant slots on board. *(Photo by David Hazell)*

Below she is seen basking in some fleeting sunshine. *(Photo by Derek Sands)*





You had to be up with the lark for this arrival of **“UASC Zamzam”** at around 5am on 17th June. Working for Maersk Line her last port was Bremerhaven and she sailed for Tanger Med on the 21st arriving four days later. Built for service with United Arab Shipping Company she was completed as **“Asiatic Summer”** in September 2014 by Hyundai, Samho. Renamed **“UASC Zamzam”** in 2015 her registered owner these days is Deomar Schiffahrts, with D. Oltmann, Bremen as managers. *(Photos contributed)*





Ferus Smit of Leer, Germany completed “**Scheidebank**” for Pot Scheepvaart of Delfzijl in 2007. Here she is entering the harbour bound from the German port of Mukran for Ipswich on 17th June. She left Ipswich on 19th June for Southampton to load scrap for Leixoes. *(Photos contributed)*





Another maiden voyage arrival, “**MSC Quitterie**” bound for Trinity Terminal on 17th June. She entered service in April this year after being completed in China by Guangzhou Shipyard. Coming to the UK direct from Malaysia’s Tanjung Pelepas after calling at Chinese ports, she would leave for Zeebrugge on the 18th arriving there on the same day. *(Photos contributed)*





Dwarfed by the bulk of “OOCL Finland” at number eight berth, “CMA CGM Barracuda” at number nine on 18th June. Built in 2007 for Verdi Shipping and managed by Italia Maritima as “Ital Libera” by Hanjin Heavy Industries, Busan. CMA CGM acquired her in 2022, but her livery remains much the same apart from new funnel colours. This being a repeat visit she arrived from Tanger Med on the 18th and left the following day for Hamburg, Rotterdam and Antwerp. *(Photos contributed)*





Seen from the air and passing Felixstowe's view point (below) is "**MSC Victorine**" on 18th June. The amusingly named Fortune Coconut Shipping is her registered owner with management by MSC. Another product of the Guangzhou Shipyard she was launched in July 2023 and completed in December. This was her second visit to Felixstowe. *(Photo above contributed, photo below by David Hazell)*





Passing Felixstowe bound for Parkeston tanker jetty on 19th June, “**Stolt Auk**” has come from Rotterdam. She headed back to Rotterdam the next day and left there on the 23rd for Grangemouth. Built in the Netherlands by YVC Ysselwerf, Capelle as “**Trans Alina**” for Trans Alina Shipping of Douglas, Isle of Man. She changed to the Gibraltar flag in 2005 for Heuvelman Trans Alina II BV. They changed her name to “**NST Alina**” in 2011 and just “**Alina**” the following year. In 2014 she got her current name and was changed to the UK flag and registered in Cardiff. (Photos by Mick Warrick)





“MSC Roma” enters the harbour on 20th June bound for eight and nine berths. She has come direct from Mundra, India leaving there on the 16th May. She left for Rotterdam the following day, and has made several previous calls at Felixstowe. Built in South Korea by Samsung, Koje in 2006. *(Photos contributed)*





About to turn off the berth assisted by local tugs, below she approaches the berth after the turn around.
(Photos by David Hazell)





Passing Felixstowe’s viewing area outbound from Trinity six berth on 22nd June is “**Maersk Cincinnati**”. Her next port of call will be Hamburg. She had arrived on the 19th from Yantian, Tanjung Pelepas, Colombo and Tanger Med. Completed in January this year by Jiangnan Shipyard, China, for Seaspan this is her second call at Felixstowe. *(Photo by David Hazell)*

Below she is rounding the Beach End turn in the channel outbound. *(Photo by Derek Sands)*





Two superb aerial views as she leaves the harbour. *(Photos contributed)*



Heavy Loads Arriving At Ipswich



Passing Felixstowe, inbound for Ipswich on 20th June “**Eemslift Ellen**” with a project cargo on board from Antwerp. Built in Poland by the Partner Shipyard, Police in 2014 as “**Indian Dawn**” for Hartmann Shipping BV. Amasus gained control of her in 2017 when she was renamed. (Photo by David Hazell)



Looking impressive in these aerial views. (Photos contributed)

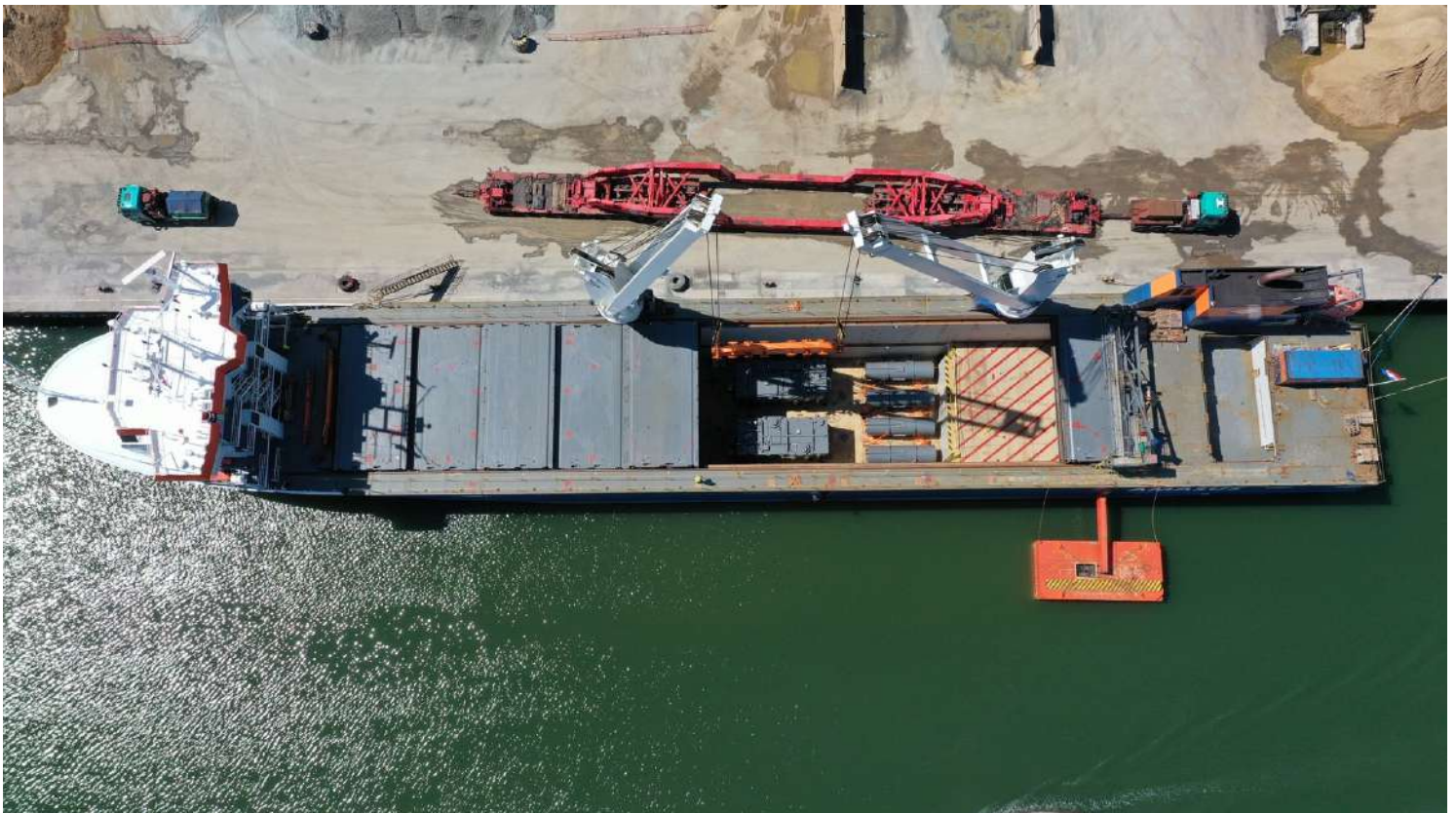


Approaching the Orwell Bridge as she nears Ipswich. (Photos by Alex Dace)





Discharge underway at West Bank, Ipswich on 20th June. *(Photo by Paul Allison)*



A heavy transport lorry and trailer awaits the transformer to be loaded from the ship. *(Photo contributed)*



Preparing to sail late on 4th June for Antwerp. (Photo by Paul Allison)

She returned from Antwerp on the 22nd with more heavy pieces for Ipswich, and sailed for Newcastle the following day. (Photo by Derek Sands)



Brightlingsea Shipping



Arriving in ballast from Schiedam on 4th June, “**Wilson Bilbao**” is seen here the following day loading scrap metal. Not leaving until the late evening for Ferrol, Spain she foiled the photographer’s attempts to get her with the hatches down! Built in 1992 by Slovakian yard, Slovenske Lodenice, Komarno as “**Padua**” for German owners. Hermann Lohmann became managers and probably owners in 1999 and renamed her “**Niklas**”. Wilson Shipowning acquired her in 2008 when she got her current name. *(Photo by Derek Sands)*





“**Pregol Hav**” arrives from Figueira da Foz with bagged cement on 6th June. This was not her first arrival at Brightlingsea, but she had avoided the photographer on previous occasions. A thirty nine year old veteran she was one of many similar vessels built in Wewelsfleth by Hugo Peters, Schiffwerft. In her case she was completed as “**Kurt Jensen**” for German owners in December 1985. She became “**Explorer**” for Erwin Strahlmann in 2003 and then “**Tansa**” for Katrin Shipping in 2008. Acquired by Hav Bulk in 2013 and renamed, she is one of several similar ships in the fleet. The lower photo taken just a forty minutes after berthing shows cargo discharge well underway, and she departed for Ghent on the following tide. (Photos by Derek Sands)





Seen departing on 19th June is “**Eems Sky**”, which had arrived from Figueira da Foz, Portugal the previous day with cement. She was heading for Antwerp to load for Ayr with an ETA of 25th June. Launched as “**Laurina**” she was completed in July 2008 to the Tille Trader 3300 design by Hong Ha, Haiphong, Vietnam. One of eight very similar vessels built by the yard, six of which have been lengthened by 12 metres in the Ukraine.
(Photos by Derek Sands)



Mistley Shipping



“Amadeus Diamond” enters the harbour on 4th June bound for Mistley. Her details are on the next page.
(Photos contributed)





“Amadeus Diamond” arriving from Kruibeke on the Scheldt with expanded clay on 4th June. She has been to Mistley before but under her previous name of **“Panda”**. She was built in the Czech Republic by Ceskoslovenska Plavba Labska a.s. (CSPL) Decin and completed by Peters at Kampen in the Netherlands as **“Panda”** for Dutch owners. Acquired in 2021 by Amadeus Silver BV and managed by De Bock Maritiem BV of Alkmaar. (Photo by Steve Cone)



“Amadeus Diamond” now seen alongside on 5th June with **“Allora”** nearly finished cargo work ahead of her.
(Photo by Derek Sands)



Regular caller with bricks from Aalst **“Allora”** leaves for Hardinxveld on 5th June after arriving on the 2nd.
(Photo by Steve Cone)



Departing for Antwerp on 6th June “**Amadeus Diamond**” would load in Antwerp for Goole. After leaving Goole she sailed for Zwindrecht. After a brief call she travelled much further inland to reach Wesel on the River Rhine in Germany. *(Photo by Steve Cone)*



Here she is again! “**Allora**” entering the harbour from Aalst with bricks for Mistley on 16th June. She has made multiple calls now at Mistley and is also a regular in Wisbech with bricks. She will depart for Antwerp on 19th June. *(Photos contributed)*



Another arrival from Kruike on the Scheldt by “**Amadeus Diamond**” on 25th June. She would sail on the 27th for Dunkirk. (Photo by Steve Cone)

Dredging And Surveying



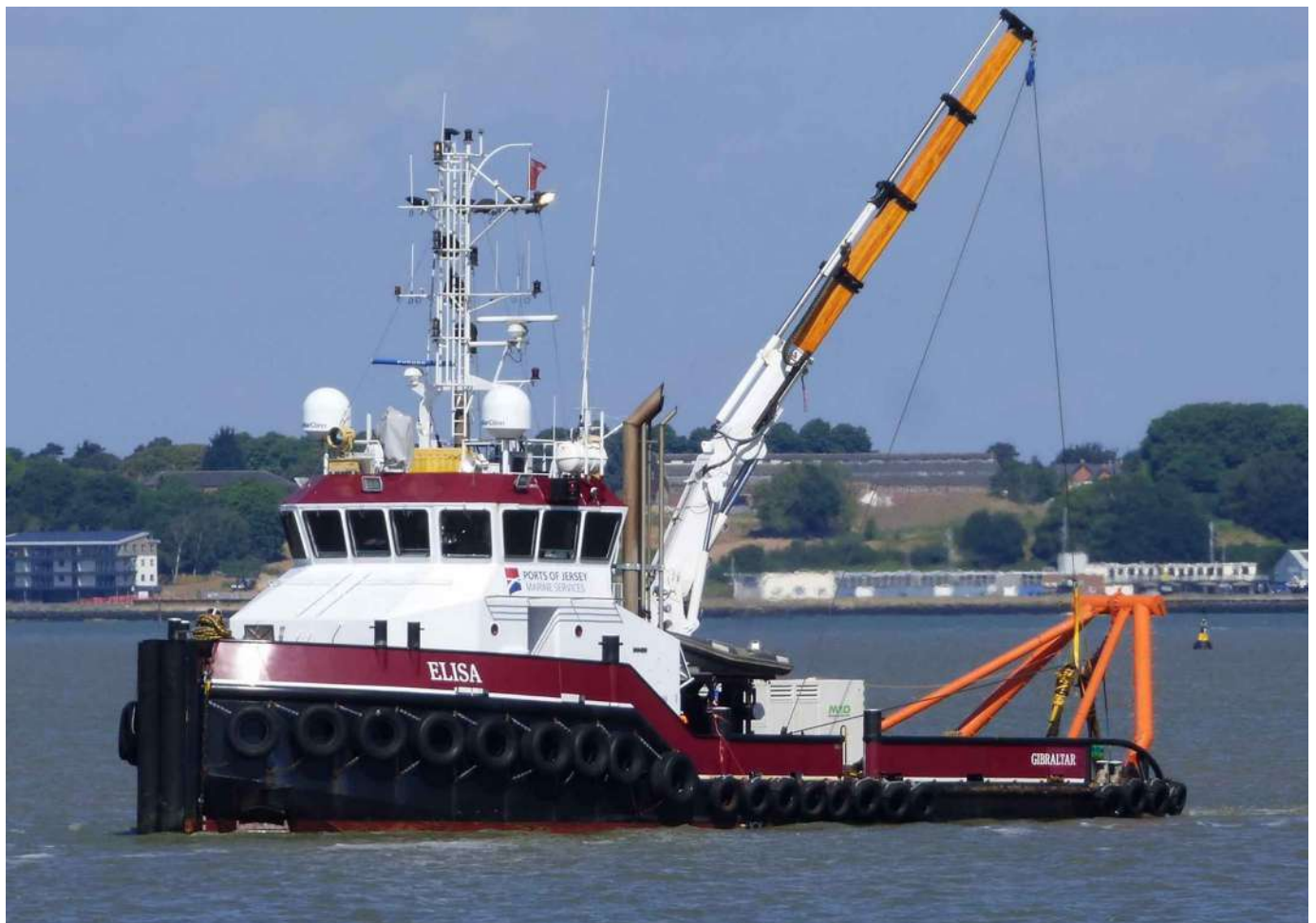
Captured together at Harwich, Navyard Wharf after the day's work is finished, “**Baltic Surveyor**” and “**Elisa**” on 2nd June. “**Baltic Surveyor**” was built in 1983 by Lurssen, Bardenfleth and is currently owned by Northern Surveys of Denmark and flies the Polish flag. She left for Grimsby on 12th June.



“Elisa” working off Felixstowe on 8th June. She was built for Global Ship Leasing BV as **“Isa”** in 2017 by Damen Kozle, Kedzierzyn-Kozle, Poland. Ports of Jersey Ltd, purchased her in April 2023 and renamed her. She is using water injection as her dredging method. *(Photos contributed)*



“Elisa” showing her stern deck and equipment off Felixstowe. *(Photo contributed)*



Another nice photo of her working off Felixstowe on 7th June. *(Photo by Mick Warrick)*



After the recent dredging at Ipswich by one of ABP's hopper dredgers, "UKD Seahorse" has remained behind doing bed levelling and other little jobs she is capable of. She was built by Damen Shipyards at Gorinchem, Netherlands and completed in January 2000. On the 22nd she left for Grimsby and after carrying out work there, made the short journey to Hull. *(Photo contributed)*

Long Tow To Liverpool

Falmouth based tug "Mercia" recently visited Ipswich, her task was to tow platform "Haven Seariser 4" to Liverpool.

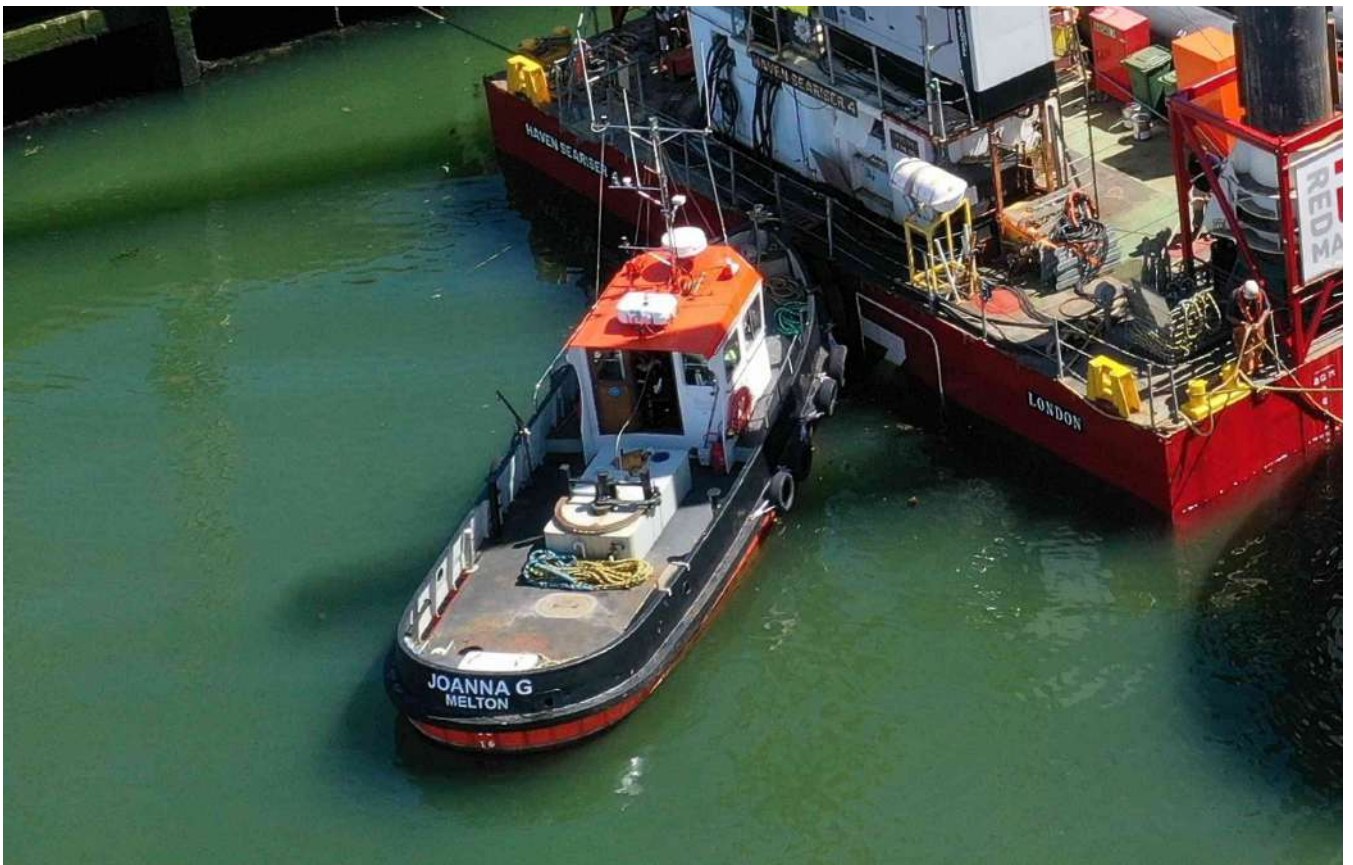


Here she is proceeding up the River Orwell on 20th June. *(Photo by David Hazell)*



Two superb aerial views as she nears Ipswich on 20th June. Built in 1990 by McTay Marine, Bromborough as “**Sun Mercia**”, she was subsequently renamed as her owners changed - in 2005 she was “**Adsteam Mercia**” and three years later “**Svitzer Mercia**”. She was acquired by Falmouth Docks and Engineering, part of the A&P Group of Hebburn, Tyne and Wear in 2020 and her name shortened. *(Photos contributed)*





Small tug **“Joanna G”** assisting preparation of the tow in Ipswich. Registered in Melton near Woodbridge she is owned by Tam Grundy, Marine Contractor a former mate on Alexandra Towing tugs. He provides towage service to Great Oakley and seasonal berth clearance at Royal Harwich Yacht Club, Woolverstone. Ipswich port also provide him with buoy work. The tug was built in 1993/4 by Marcus Neville Ltd, Newhaven and owned in 1994 by Mowlem Marine as **“Mogull”**. On an unknown date she went to Bob Green as **“Molly G”**. Tam Grundy seems to have acquired her in 2022. *(Photos contributed)*



Soon to set off with her tow, **“Mercia”** would leave for Liverpool about an hour after this photo was taken on 20th June. She arrived at Falmouth on the 24th and set off for Liverpool after a six hour break. She was anchored off Liverpool with the tow on 26th June.

Blast From The Past



“Sea Ems” at Mistley in 1985, she was built on the River Ems at Oldersum by Diedrich in 1984 for Luikenga and Briese. It is noted that she was possibly launched under the name **“Sanna”**. At the end of her charter to Seacon in 1996 she was sold and renamed **“Mari Line”**. In 1998 she was renamed **“Desiree”** and in 2001 she was acquired by Triton Schiffahrts as **“Sonja”**. Renamed **“Sanna”** in 2003 by Fehn Schiifahrts, she then hoisted the flag of Italy in 2011 as **“MRW Sanna”** for Marworld Ship Management and in 2012 she was flagged to St Vincent and Grenadines. Aliaga breakers took her in July 2013. When this photo was taken the quay at Mistley was still connected to the national railway as evidenced by the train of vans on the quay incline. This was probably an ammunition train, as this was the last usage of the rail link as far as known. *(Photo from the slide collection of the late Malcolm Cornes)*



Sudan Line's "**El Obeid**" being turned around prior to going alongside at number eight berth, Parkeston Quay on 16th June 1983. She was one of several calls by Sudan Line vessels at the berth during its general cargo operations in the seventies and eighties. The berth was run jointly by James Fisher of Barrow and British Rail who owned the quay. Along with sister "**Gedaref**" she was built in 1979 by Brodogradiliste 3 Maj, Rijeka. Three very similar ships were built by Uljanik, Pula also in 1979. After twenty three years of service for Sudan Line "**El Obeid**" went to Alang breakers in October 2002. (Photo by Derek Sands)



Seen from the Harwich to Hook of Holland Ferry on 8th August 1983, “**Danalith**” is anchored off Parkeston awaiting a berth at Felixstowe. She was launched in June 1976 and completed in October for J. C. Jespergard, Denmark by Sonderborg Skibs. After a long period under the Danish flag she hoisted the flag of Tanzania in 2014 and was registered in Zanzibar as “**Mouhssine**” by Alitta Shipmanagement SA. Just two years later ownership changed to Q&R Trader Limited initially under the Tanzanian flag and she was renamed “**Arwa**”. In 2023 she changed to the flag of Honduras and is currently trading in the Persian Gulf, her latest voyages being from Mina Saqr, UAE to Kuwait, Shuaiba Kuwait and back to Mina Saqr (Ras Al Khaimah).

(Photo by Derek Sands)



Alongside Landguard terminal at Felixstowe in 1967 is Van Ommeren's (Crawford Shipping), British registered "**Hurley Beacon**". Taken just before her transfer to the Netherlands flag and renaming. Built by Van der Giessen-de-Noord at Alblasserdam in 1963, she was renamed and hoisted the Dutch flag in 1967 as "**Pendrecht**". In 1973 she became "**Topaz Islands**" under the Somali flag and was registered at Mogadishu. In 1976 she went to the flag of Panama without a change of name. Spanish breakers at Puerto de Santa Maria (six miles north of Cadiz) took her in October 1986.

(Photo reproduced with the kind permission of Nigel Scutt, Fotoflite)

Below she is seen at Balboa roads, Panama in the 1980s as "**Topaz Islands**". *(Photo by Markus Berger)*





Two superb photos of “**Winston Churchill**” arriving at Parkeston Quay on her maiden voyage in 1967. In this first photo in the background can be seen local train ferry “**Suffolk Ferry**”. “**Winston Churchill**” was built in Italy by Tirreno e Riuniti, Riva Trigoso. Launched in April 1967 she was completed the following month. She was damaged by an engine room fire at Esbjerg in April 1996 and became a Constructive Total Loss. She was purchased by Emerald Princess Holdings of St Vincent and renamed “**Mayan Princess**”. In January 2004 she was beached at Alang for breaking up. *(Photo by Fotoflite and reproduced by the kind permission of Nigel Scutt)*

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In this stern shot of “**Winston Churchill**” development is underway at Parkeston Quay. Numbers one and two sheds have been demolished and the RoRo portal berths have been installed. The rail marshalling yard is full of wagons for the train ferry operation and for traffic from the quay itself. Several cranes are in evidence, none of which stand today. Further up the quay numbers three and four shed still stand, and would remain so for several more years, number four surviving into the mid nineteen eighties.

(Photo by Fotoflite and reproduced by the kind permission of Nigel Scutt)

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

Any mistakes or inaccuracies are unintended.

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