



*(Photo by Alex Dace)*

## Recent Callers



Shrouded in mist as she arrives at Felixstowe on 28<sup>th</sup> December from Bremerhaven is “**Maersk Durban**”. She is making her first call at the port under this name. Built for Hartmann Schifffahrts, Germany in 2005 her forepart came from Aker Warnemunde Operations, Rostock and was joined to her stern section from Aker MTW,

Wismar in late 2004, and completed in January 2005. Initially named **“Frisia Stockholm”** she became **“Santos Star”** later in 2005. 2009 saw her operating as **“Libra Santa Catarina”** she reverted to **“Frisia Helsinki”** in 2011. Acquired by Moller Singapore in 2017 and renamed **“Maersk Durban”** she transferred to the USA flag in 2019 with registered owner now Maersk Line Ltd-USA. Below she can be seen alongside later on the 28<sup>th</sup> in better visibility. She left Felixstowe on the 30<sup>th</sup> for Gdansk and has since called at Bremerhaven, London Gateway and Rotterdam, leaving there on the 17<sup>th</sup> January for Egypt. (Photos contributed)



Below she is seen at Felixstowe on 4<sup>th</sup> January 2007 as **“Santos Star”** (Photo by Derek Sands)







A first visit to Felixstowe by “**CMA CGM Lamartine**” on 28<sup>th</sup> December as she arrives from Mediterranean ports. Leaving for Hamburg the next day she is currently in Malta Freeport as this is written on 19<sup>th</sup> January. She was launched in August 2009 and completed for CMA CGM in July 2010 by Hanjin Heavy Industries, Busan.  
*(Photos contributed)*





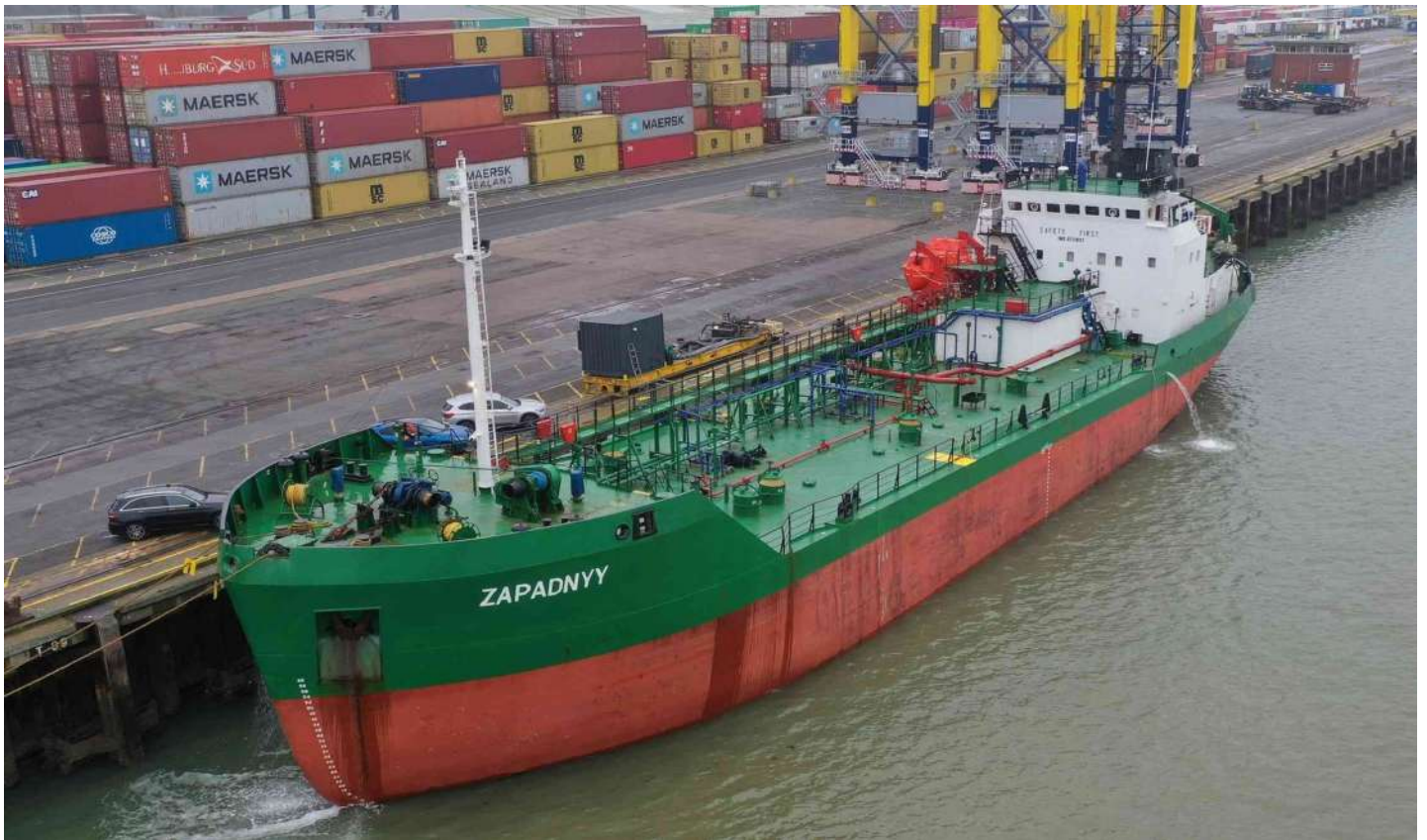


Bow tug “**Svtzer Vidar**” leads “**CMA CGM Lamartine**” towards her berth. *(Photo contributed)*



Number nine berth, occupied by “**MSC Tessa**” making another visit to the port on 28<sup>th</sup> December. She had arrived from Tanjung Pelepas, Malaysia on the 23<sup>rd</sup> and departed for Antwerp on the 4<sup>th</sup> of January. The 400 metre vessel was completed in China on 9<sup>th</sup> March 2023 by Hudong-Zhonghua. *(Photo contributed)*





Looking in good condition in her thirty seventh year, “**Zapadnyy**” seems to have had a recent dry docking. She had of course made herself fairly famous with her grounding outside Silloth harbour in February 2024. Held for eleven days at Silloth with grounding damage resulting and also twelve deficiencies. It looks like she then had some attention as two inspections since have been clear of deficiencies. Her Ukrainian owners changed her flag in November from Belize to Comoros. She is currently on a time charter to Peter Cremer GMBH of Hamburg. Seen here with her cargo of Molasses from Gdansk discharged on 28<sup>th</sup> December, she would leave later in the day for the Polish port again. She left Gdansk for Liverpool via the Kiel Canal on January 2<sup>nd</sup> arriving on the 13<sup>th</sup>. Leaving Liverpool with a part cargo for Silloth on the 18<sup>th</sup>. One of several similar tankers built by Rousse Shipyard, Bulgaria, she was completed in 1988. *(Photos contributed)*







A first call at Felixstowe for “OOCL Abu Dhabi” seen here on 30<sup>th</sup> December at number eight berth. She had arrived direct from Singapore the previous day. She would sail on 2<sup>nd</sup> January for Gdansk, Wilhelmshavn, Zeebrugge and Singapore. Delivered to OOCL in April 2024 by Dalian Cosco Heavy Industries, China and of 24,188TEU. (Photos contributed)







With one of ABP Ipswich's modern cargo handlers delving into her hold on 30<sup>th</sup> December. **"Elisabeth K"** registered in Delfzijl in north Netherlands had arrived from Rotterdam on the 26<sup>th</sup>. Built by Royal Bodewes, Hoogezand in 2021 for Flagship Ship Management of Farmsum. Several ships of their fleet are familiar in Ipswich. Seen below on 13<sup>th</sup> January is another of the fleet **"Berthold K"** which had arrived three days earlier also from Rotterdam. Both ships believed to be carrying Soya. **"Berthold K"** was built in Goa by Chowgule shipyard in 2008 as **"Union Ruby"** changing hands in 2009 and being renamed. (Photos by David Hazell)







Leaving Felixstowe on the last day in 2024 “**MSC Houston V**” bound for ports in Turkey. She would return to Felixstowe from Gemlik on the 19<sup>th</sup> January. Built as “**Brooklyn Bridge**” for Japanese owners in 2010 by Hyundai, Ulsan. Becoming “**Baltic South**” in 2019 she entered the MSC fleet in 2022 as “**MSC Houston**” with the “**V**” suffix added in 2024. (Photos by David Hazell)







Heading for Parkeston tanker jetty on 2<sup>nd</sup> January as she passes Felixstowe, **“Heinrich Essberger”**. She is the fourth tanker to carry this name in the Essberger fleet. She was built in March 2024 by China Merchants Jinling Shipyard. *(Photo by Mick Warrick)*

Below seen passing Harwich as she enters the River Stour she has come from Rotterdam. *(Photo by Derek Sands)*







Sailing from Parkeston on the 4<sup>th</sup> January for Antwerp, **“Heinrich Essberger”** outbound on the River Stour.  
(Photos by Martin Klingsick)







**“Fjord”** loads for Drogheda at Ipswich Grain terminal on 2<sup>nd</sup> January, she had arrived from Drogheda earlier in the day and would leave again on the 3<sup>rd</sup>. Built for Harren & Partner in 1999 as **“Paramar”** by Bodewes, Hoogezand. She changed name in September 2024 for Fjord Shipping, Tallinn and flies the Antigua flag. *(Photos contributed)*







Although a visitor to Southampton in the past this is the first arrival at Felixstowe for “**OOCL Seoul**” on 3<sup>rd</sup> January. She has come direct from Setubal after a thirty two day visit to Lisnave for dry docking. After just one day of loading she departed for Zeebrugge, Hamburg, Bremerhaven and Antwerp, before setting off for Piraeus. Built to the Samsung 7500 design at their Koje yard she was completed in January 2010. *(Photos contributed)*







Now seen passing Felixstowe's viewing area as she heads for her berth. *(Photo by Mick Warrick)*



Alongside at Trinity terminal on the 4<sup>th</sup> with four cranes having already loaded many boxes. *(Photo contributed)*





Trinity six berth is host to another visit by “**MSC Bianca Silvia**” on 4<sup>th</sup> January. She set off from Yangshan Deep Water port on November 13<sup>th</sup> and called at three other Chinese ports and Malaysia’s Tanjung Pelepas. Leaving the major port in Malaysia on 26<sup>th</sup> November for Felixstowe. Her keel was laid in October 2022 and she was completed by Daewoo, Okpo in May 2023. She left for Gdansk, Poland on 7<sup>th</sup> January, via Zeebrugge and Antwerp. *(Photos contributed)*







**“A. P. Moller”** at Trinity seven, Felixstowe on 4<sup>th</sup> January, during her maiden voyage. She had arrived the previous day from Singapore, calling at Tanjung Pelepas, Colombo and Tanger Med on the way. Capable of 15,146 TEU the 350 metre long ship has a design speed of 21 knots and was completed in November 2024 by Hyundai Heavy Industries. *(Photo contributed)*



*(Photo by Derek Sands)*  
(15)





“A.P.Moller” leaves for Hamburg on 5<sup>h</sup> January during a rain shower. (Photos by Derek Sands)







Long distance voyager “**Hoogvliet**” enters the harbour on 4<sup>th</sup> January bound for Ipswich, with a cargo loaded in Constanta, Romania. One of five units in the fleet of Hartel Shipping of Rhoon, Netherlands. The company specialises in trading to the East Mediterranean and Black Sea. Launched by Damen, Galati, Romania in November 2011 she was completed by Damen, Bergum, Netherlands in January 2013. Leaving Ipswich on January 8<sup>th</sup> for Antwerp, where she loaded for Limassol, Cyprus. *(Photos contributed)*







Regular visitor “**Sand Falcon**” bound for Ipswich with sea dredged Aggregates on 4<sup>th</sup> January. After discharge at the Old Power Station berth she departed for Dagenham on the 5<sup>th</sup>. Built by De Merwede, Hardixveld in 1998 she was lengthened in 2003. *(Photo contributed)*



With Landguard Fort in the background, Ipswich regular “**Suntis**” heads out of the harbour for Karlshamn on 7<sup>th</sup> January and another load of timber. She arrived back at Ipswich on 19<sup>th</sup> January. *(Photo by Derek Sands)*





Turning round the Beach End corner in the harbour approach channel with stern tug already attached. “**MSC Polaris**” is heading for Trinity terminal Felixstowe on 7<sup>th</sup> January. Inbound from Le Havre, she would leave for Hamburg the following day. Completed in 1995 as “**NYK Vega**” by Mitsubishi, Nagasaki, she became “**Sandra Blanca**” in 2001 and “**MSC Messina**” in 2007. In 2022 her name was changed to her current one, she has recently been fitted with an exhaust scrubber. Below she is seen be assisted to turn before berthing head out”.  
(Photos by Derek Sands)







With three tugs already in attendance as she approaches the turn in the channel, **“OOCL Spain”** making a repeat visit to Felixstowe on 7<sup>th</sup> January. She was delivered to her owners on 15<sup>th</sup> March 2023 by Nantong Cosco KHI. She is arriving from Singapore and would depart for Gdansk four days later. *(Photos by Derek Sands)*







*(Photos by Derek Sands)*  
*(21)*





Alongside at Cliff Quay Ipswich on 9<sup>th</sup> January unloading her cargo from Viewrow, Germany. “**Oderborg**” had arrived the previous day. Fully discharged by the evening of the 10<sup>th</sup> she sailed for Velsen Noord, Netherlands. Owned by Wagenborg as her name would suggest, she has not yet acquired their colours. Built to the Icerunner 3650 design, her hull came from the Leda shipyard, Korcula, Croatia and she was completed as “**Emma**” in the Netherlands by Peters at Kampen in December 2007. She entered the Wagenborg fleet in June 2023 and was renamed. *(Photos contributed)*







A view of “**Oderborg**” at ground level reveals her unusual stern. (Photo by David Hazell)



“**Sevketin Sonay**” at Ipswich in the final stages of discharge of her cargo of fertilizer from Arzew, Algeria on 9<sup>th</sup> January. She had arrived four days previously and would depart later on the 9<sup>th</sup> for Bremen to load for Greece. One of three sisters built in Turkey by Celiktekne, Tuzla, for Turkish owners who have flagged them out to Panama. “**Sevketin Sonay**” was launched in March 2006 and completed in September. (Photo contributed)





A super stern view showing her modern free fall lifeboat and Panamanian port of registry. *(Photo contributed)*



Seen from ground level which accentuates her size relative to the vessel forward of her bow. *(Photo by David Hazell)*





Having arrived in ballast from Boston (Lincs) on 8<sup>th</sup> January. **“Beaumaiden”** is receiving grain direct from lorries at the Old Power Station berth, Ipswich on the 9<sup>th</sup>. Loading was completed on the 10<sup>th</sup> and she departed for Antwerp. After spending seven days in the Belgian port she left for Sagunto, Spain. Launched into the Danube by Sava Shipyard, Macvanska Mitrovica, Serbia on 20<sup>th</sup> January 2007. She was completed in the Netherlands by Damen, Bergum on 3<sup>rd</sup> July 2008. *(Photo contributed)*

Below she is seen fitting out at Bergum on June 17<sup>th</sup> 2008. *(Photo by Marius Esman)*







Two views of “**Fensfjord**” as she leaves the River Orwell outbound from Ipswich on 13<sup>th</sup> January. Now bound for Vlissingen, she had arrived from Porsgrunn, Norway on the 12<sup>th</sup>. Managed by Wagenborg of Delfzijl, for her Norwegian owners Fønnes AS. 24<sup>th</sup> March 2006 saw her launched at Kampen by Peters, Scheepswerf and she was completed in May. *(Photo by Derek Sands)*



*(Photo by Mick Warrick)*  
(26)





Arriving at Felixstowe on a Unifeeder schedule from Rotterdam is “**Energizer**” on 13<sup>th</sup> January. Owned by a single ship company she is in the managed fleet of JR Shipping of Harlingen. Launched in March 2004 by Daewoo-Mangalia, Romania, she was completed in the Netherlands by Bodewes Volharding, Foxhol in the following July. (Photos by Derek Sands)







Deputising for “**Stena Foreteller**” on the Harwich to Europort freight service is “**Thuleland**”. Seen here on 13<sup>th</sup> January at number four berth Parkeston Quay. Completed by Aker Finnyards in 2006 for Viking Supply Ships AB, she moved to Classic Shipping and management by Gota in 2016 when her name was changed to “**Thuleland**”. Wallenius Marine AB became owners in 2023 without a change of name. She flies the Swedish flag.  
*(Photos contributed)*







Entering the harbour on 13<sup>th</sup> January heading for Ipswich to load for Waterford. “**Clarity**” has made the short voyage from Dagenham on the Thames. Built for Dutch owners as “**Calypso**” her hull came from Leninska Kuznya, Kyiv (Kiev) and she was completed in the Netherlands by Damen, Bergum in September 2011. Acquired by East Cowes based Faversham Ships in 2022, she has yet to receive their blue hull colours.

*(Photo by Derek Sands)*



Seen alongside Cliff Quay, Ipswich later on the 13<sup>th</sup>, loading is yet to commence although her hatches are open.

*(Photo by David Hazell)*





A first time visitor to Felixstowe “**Valence**” being worked by four cranes at Trinity Seven on 15<sup>th</sup> January. She had arrived from Turkey earlier in the day. She is currently on charter to Hapag-Lloyd from Greek owner Costamare. Built in South Korea by Sungdong, Tongyeong in 2013 she is operating under the flag of Malta. She sailed for Hamburg on the 16<sup>th</sup> and will soon be heading for Greece. She will return to Felixstowe in March. *(Photos contributed)*







Making her latest visit to Felixstowe “**MSC Shanghai V**” alongside Trinity Terminal on 15<sup>th</sup> January. She arrived from Le Havre and her next port would be Hamburg. Built by Hyundai, Ulsan as “**Zim Shanghai**” in 2002 for Greek owners. She entered the MSC fleet in 2021 as “**MSC Shanghai**” with the suffix “**V**” added in 2023. *(Photos contributed)*







A quite frequent visitor over the years since she was built in 2011 by Hyundai, Ulsan. “**MSC Benedetta XIII**” seen alongside at Trinity on 15<sup>th</sup> January. Launched as “*E.R.Benedetta*” for German owners, she was immediately chartered by MSC as “**MSC Benedetta**” gaining the “**XIII**” suffix in 2022. *(Photo contributed)*



This may well be a final call at Felixstowe for “**Elly Maersk**” seen here departing Trinity seven on 18<sup>th</sup> January for Hamburg. She had arrived from the Far East, Colombo and Tanger Med on the 17<sup>th</sup>. Maersk services from the Far East will no longer call at Felixstowe after March. With their new collaboration with Hapag-Lloyd using London Gateway. She is one of eight sisters built at Lindo by Odense Staalskibs and was completed in 2007. *(Photo contributed)*





Trinity six hosts the first time caller “**MSC C Montaine**” on 18<sup>th</sup> January. After loading in China, she called at Tanjung Pelepas, Colombo, and Mundra before arriving in Felixstowe on the 18<sup>th</sup> with a 16.1 metre draft. She left at 00.02 on 20<sup>th</sup> January for Zeebrugge. Her owner is listed as Hellisey Shiping of Liberia, and she is managed by Zodiac Maritime. *(Photos contributed)*







Nearing Ipswich on the River Orwell, and believed to be her first visit. She is bringing wheat from Viewrow in the Eastern part of Germany. Launched by Serbian Shipyard, Sava at Macvanska Mitrovica in December 2009. She was not completed as **“Geervliet”** for Dutch owners until May 2011 by Damen, Bergum. Her current owners are Coastal Bridge BV and she is managed from Dublin by Dublin Bulk Cargo Ltd. They acquired her in 2022 and renamed her. *(Photos contributed)*







Now seen from ground level as she approaches the Orwell Bridge. (Photo by David Hazell)



**“Stolt Sanderling”** on her way up the River Stour for Parkeston Tanker Jetty on 19<sup>th</sup> January. She has come from Antwerp and would leave for Immingham on the following day. Built in China by Chuandong Shipyard, Chongqing for Norwegian owner Brovig as **“Brovig Cierzo”**. She was acquired by Stolt in 2012 and renamed. (Photo by Derek Sands)



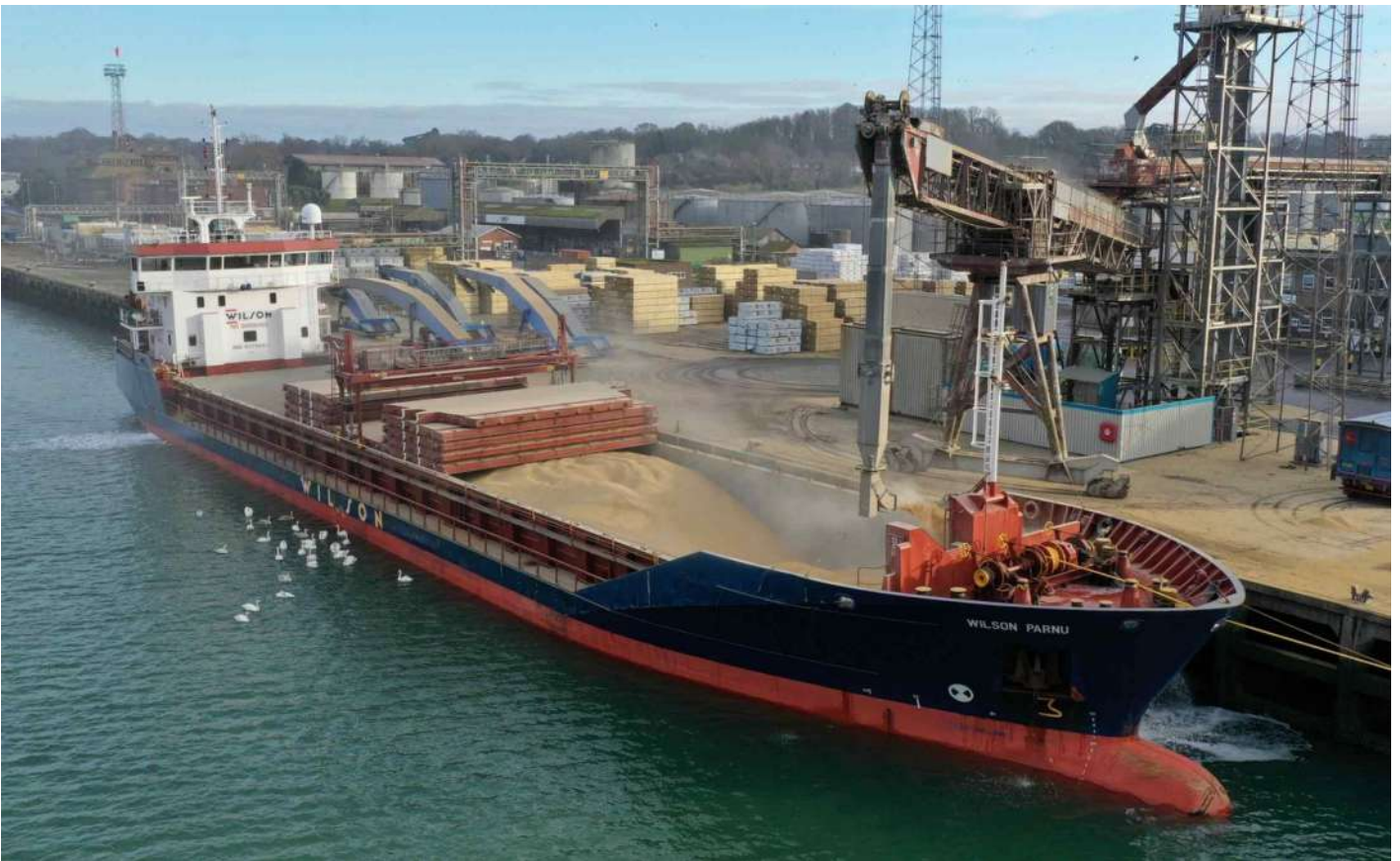


Heading past Felixstowe inbound for Parkeston tanker jetty, **“Trans Sea”** making her second visit to the berth, she was last here in March 2024. She has come from Carteya Guadarranque, Spain, situated on the bay of Gibraltar. Completed by Japanese shipbuilder Kitanihon in October 2023. Owned by Kimura Shoji, Imabari she is managed from Norway by Stodig Ship Management. *(Photo by Mick Warrick)*



Now passing Harwich with **“Svitzer Kent”** attached to the stern to assist berthing. *(Photo by Derek Sands)*





Loading at Ipswich's grain terminal, **“Wilson Parnu”** is believed to be making her first visit to the port. She had discharged a cargo from Tarragona, Spain at Northfleet on the Thames before voyaging from there in ballast to load at Ipswich for Drogheda, Irish Republic. Built in Spain at Construcciones Navales Paulino Friere, Vigo. She was completed in January 2008 and entered the fleet of Carisbrooke Shipping as **“Nicole C”**. Acquired by Wilson in early 2022 she was renamed **“Wilson Parnu”**. (Photo contributed)



Another unit of the Wilson fleet discharging at Cliff Quay Ipswich on 23<sup>rd</sup> January. She had arrived on the 21<sup>st</sup> from Terneuzen and would leave later on the 23<sup>rd</sup>, without further orders she anchored at the Cork outside the harbour. Built by prolific Slovakian Shipyard, Slovenske Lodenice, Komarno in 2010 for Reederei Bojen, Moomerland, Germany. Named **“Wilson Avonmouth”** for long term charter to Wilson, who acquired her in 2022. (Photo contributed)





With her retrofitted 17 metre tall Suction Sails prominent “**Eems Traveller**” discharges her cargo from Antwerp at Cliff Quay on the 23<sup>rd</sup> January. She came from the Tille shipyard at Kootsterille in May 2000 as “**Deo Volente**” for Hartman Seatrade CV. In 2005 she was renamed “**Sea Coral**” and in 2011 she came into the fleet of Amasus as “**Eems Traveller**”. Her suction sails manufactured in Spain by Bound4Blue were installed in two phases. With the foundations fitted during a scheduled docking in the Netherlands and the sails installed in Spain in July 2023. (Photos contributed)







“**Ever Aeon**” seen here at number eight berth, Felixstowe on 25<sup>th</sup> January on her first visit to the port and probably on her maiden voyage. She was named in a ceremony at her builders, Hudong-Zhonghua, Shanghai on September 6<sup>th</sup> 2024. She left Singapore on 17<sup>th</sup> December calling at Rotterdam on her way to Felixstowe where she arrived on 23<sup>rd</sup> January. She is scheduled to leave on Monday 27<sup>th</sup> January. *(Photos contributed)*







Making her first appearance in the newsletter, despite her frequent calls at Felixstowe. “**MSC Eleni**” was completed by Hanjin Heavy Industries, Busan in 2004. Arriving in Felixstowe from Santos, Brazil via Las Palmas on the 24<sup>th</sup> January. She left for Antwerp and Istanbul on the following day. *(Photos contributed)*







**“MSC Alexandra”** and **“Alexandra Maersk”** at Felixstowe on 25<sup>th</sup> January. Next month will see the parting of their ways, as Maersk joins Hapag-Lloyd’s Gemini co-operation for its Far East service. MSC intend to “go it alone” with their fleet now equivalent to around 20 percent of global shipping capacity. *(Photo contributed)*



## Brightlingsea Shipping



Arriving from Setubal on 30<sup>th</sup> December with bagged cement, “**Nordica Hav**” inbound for Olivers Wharf. This is not her first visit but is the first time the photographer was present to capture her. She left for orders on the following tide and spent several days at anchor off the Colne before finally arriving at Ghent on 7<sup>th</sup> January. She left the Belgian port for Setubal on January 10<sup>th</sup>. Built in 1983 by Hugo Peters at Wewelsfleth, further details can be found in previous newsletters. As this is written she is loading in Setubal for Brightlingsea  
*(Photos by Derek Sands)*





## Mistley Shipping



Mistley “favourite” “**Allora**” making her latest call with bricks from Aalst on 4<sup>th</sup> January. She left on the 8<sup>th</sup> for Calais. *(Photos by Steve Cone)*







Latvian flagged coaster **“Bon Vivant”** arrives on 12<sup>th</sup> January. She has come from Kruibeke on the Scheldt with expanded clay. Built for Dutch owners in 1993 as **“Nescio”** by Bijlsma, Wartena, she passed to other Dutch owners in 2001 as **“Lotus”**. In 2011 Fonnes Shipping AS of Norway acquired her as **“Vestfjord”**. 2017 saw her sold and renamed **“Bon Vivant”** by owners based in Liepaja, Latvia. She departed Mistley for Kruibeke on 14<sup>th</sup> January and will return with another load. *(Photos by Steve Cone)*







Captured in the River Stour on the 17<sup>th</sup> January with the Royal Hospital School, Holbrook in the background. **“Bon Vivant”** on her second trip from Kruikebe with more expanded clay. She would sail for Rotterdam on the 21<sup>st</sup>. (Photos by Derek Sands)







**"Bon Vivant"** departs on 21<sup>st</sup> January. *(Photo by Steve Cone)*





Arriving in the early hours of 21<sup>st</sup> January is tug and barge combination “GPS Arcadia” and barge “GPS 1505”. This was a briefer than normal call as she departed the same day for Isle of Grain. *(Photos by Steve Cone)*





## Transformer arrives from the Netherlands



Well loaded with project cargo as she passes Felixstowe inbound for Ipswich on 3<sup>rd</sup> January. **“Emslift Hendrika”** had loaded a 178 tonne transformer in Rotterdam’s Waalhaven. It cannot be seen here as it is under deck, unlike an array of other cargo. She was built in 2015 being launched by Polish Shipyard, Partner, Police and completed in the Netherlands by Shipkits, Groningen as **“Abis Esbjerg”** in June 2015. When Abis got into financial difficulties she became **“Emslift Hendrika”** for Amasus in 2017. In April 2021 she was involved in a nasty incident off the Norwegian coast when she took on a serious list after cargo shifted and a vessel loaded on deck was lost overboard after damaging one of the ships cranes. Rescue operations evacuated eight of her crew whilst the Captain and three others remained on board to stabilise the ship. She was eventually towed into Alesund by two tugs.

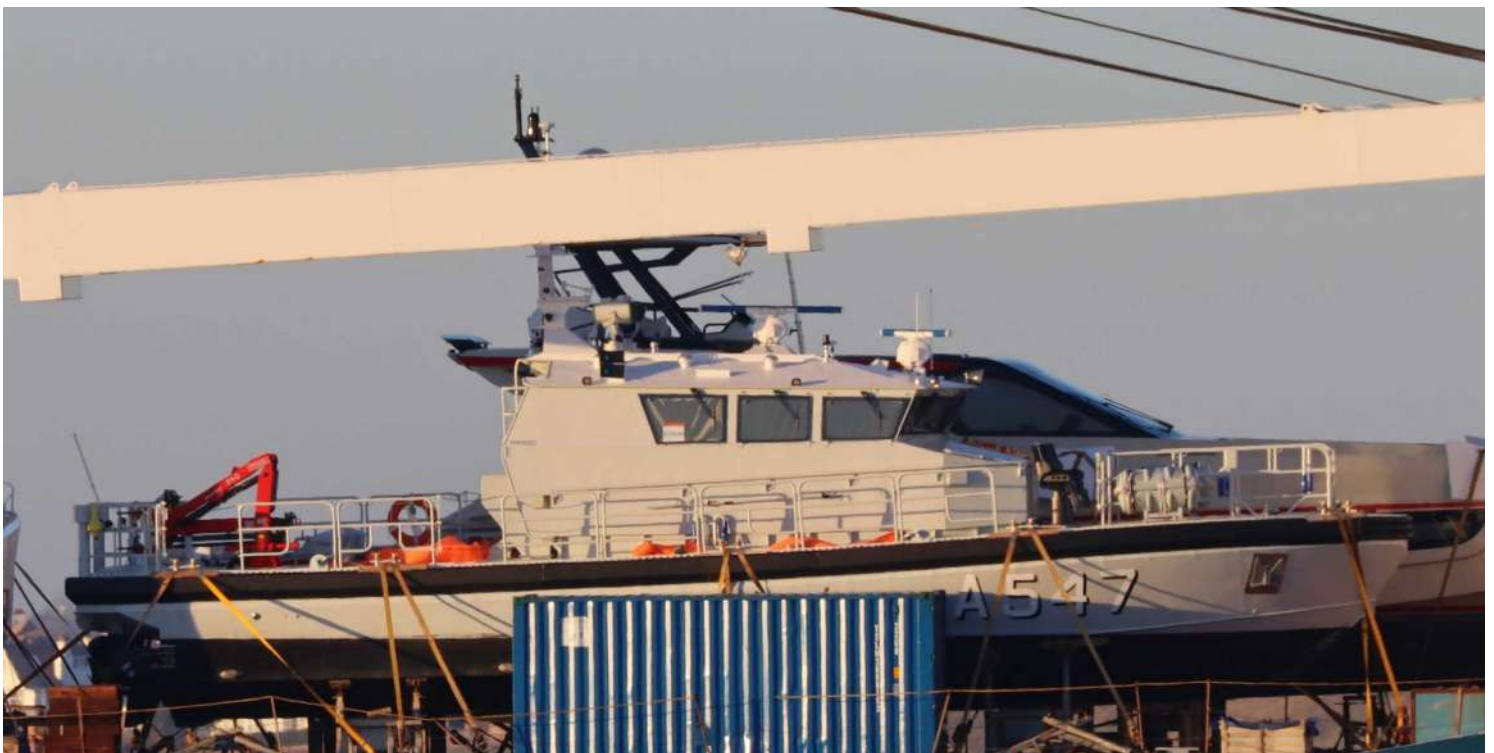


(Photos by David Hazell)





Also on board was a Watercat 2000 patrol boat built for the Danish Navy frontex operations. The pennant number A457 is allocated to this craft one of a pair constructed in Finland by Marine Alutech. *(Photos by David Hazell)*







With the transformer safely on its transport on the quay, “**Eemslift Hendrika**” is retrieving equipment that helped counterbalance the lifting operation at Ipswich, Cliff Quay. She would leave later in the day for Denmark. The Transformer left Ipswich for the National Grids substation at Bullen Lane, Bramford on Sunday 5<sup>th</sup> January  
*(Photos contributed)*





## Fugro's latest unmanned survey craft

Fugro has recently acquired the remaining shares of Sea-Kit, International of Tollesbury builders of its fleet of autonomous survey craft, to bring the boatbuilder into the Fugro group.

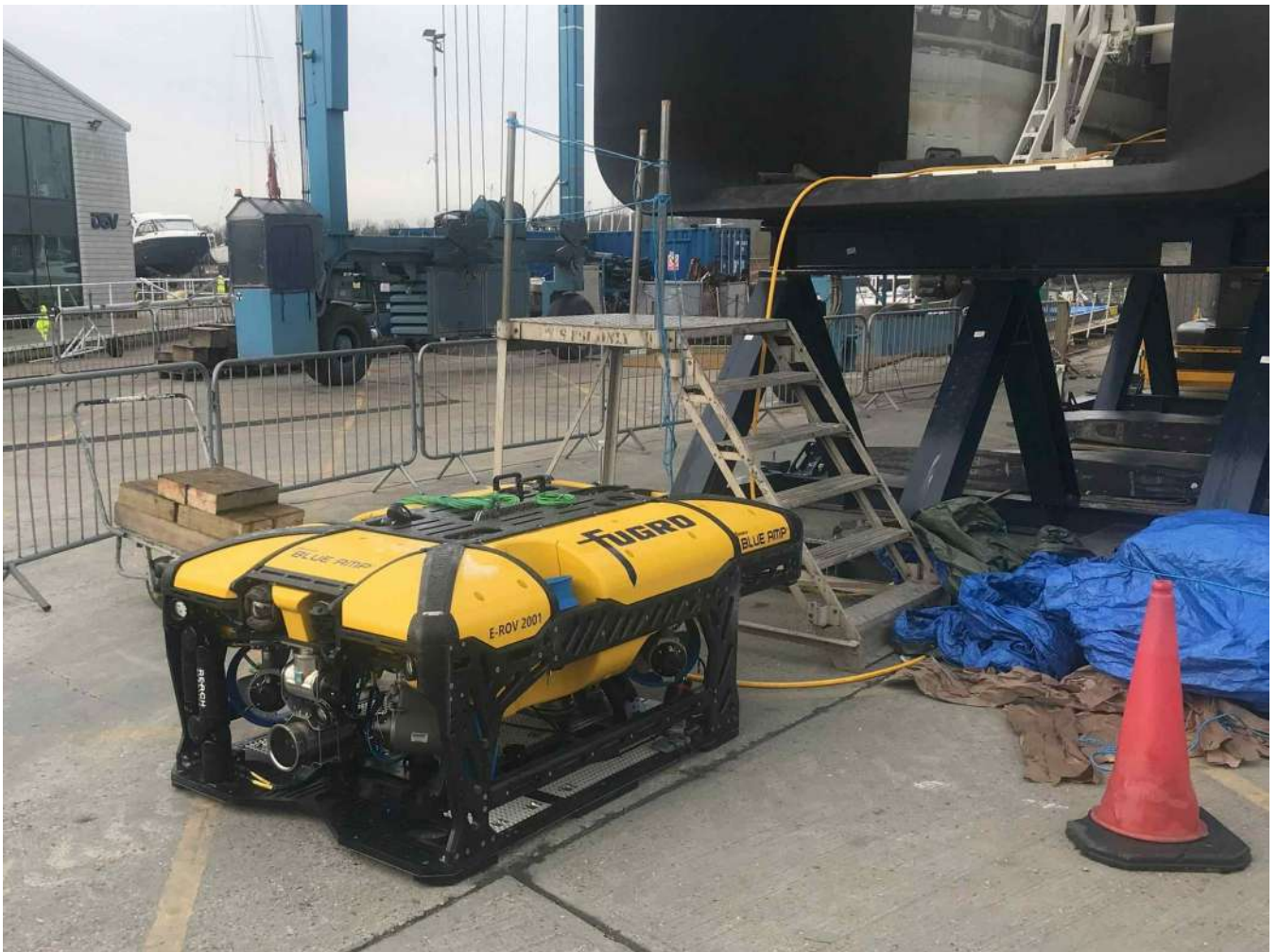


Here is the latest of these craft seen here at Foxes marina, Ipswich **"Blue Eclipse 1"** seen on 16<sup>th</sup> January during commissioning work. *(All photos by David Hazell except where stated)*











# Fugro Blue Amp®

Next generation electric powered inspection and light intervention vehicle



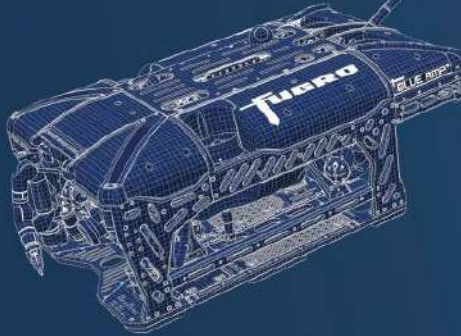
## Remote capable

Deployed from Blue Eclipse® 18 m USV, controlled from remote operations centres and able to be used as a standalone setup



## Depth rating 1000 m

Will operate up to 500 m free flying or 1000 m with a tether management system/cage



## BENEFITS



## Optimised

### for linear inspection

As it operates with dual multibeam and digital stills cameras, with options for side scan sonar or pipe tracker, it enables simultaneous dual multibeam and pipe tracking, and efficient digital stills collection of pipelines



## Extended

### operation window

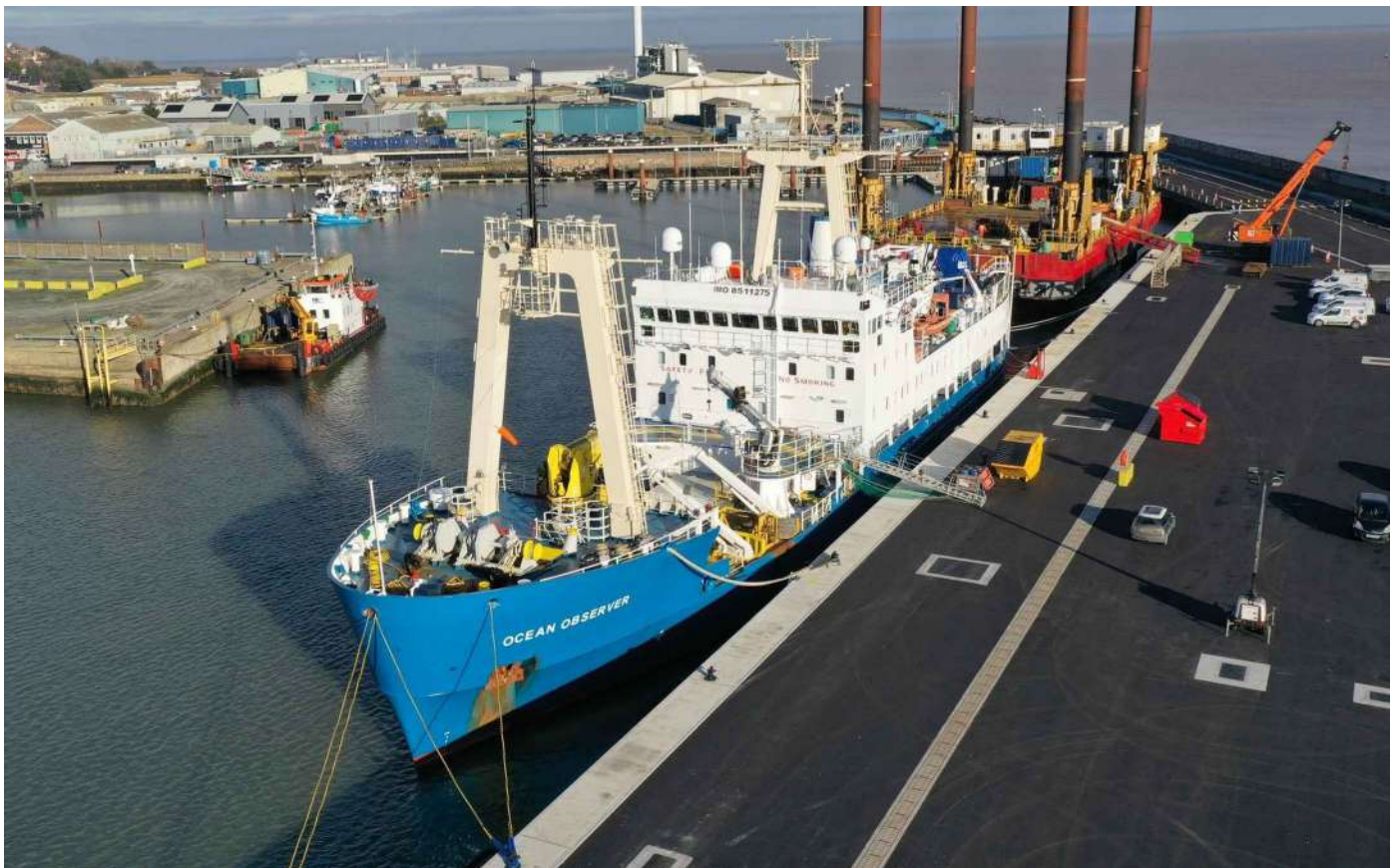
### Work in stronger currents

due to improved thruster power and hydrodynamic design



(Web sourced)

## Former Trinity House vessel



Seen at Lowestoft's new quay in its outer harbour is research vessel "**Ocean Observer**". Formerly Harwich based Trinity House Tender, "**Mermaid**" built in South Korea in 1987 by Hyundai Heavy Industries, Ulsan. She was acquired by Gardline Shipping of Great Yarmouth in 2007. (Photo contributed)



## Dredging and Surveying

### 05-2025: Dredging and Survey Operations – Update 1

#### 10 January 2025

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

- **Porthos (Callsign: MYVS5)** – from or around **13 January** will be carrying out survey operations around Harwich Harbour and Felixstowe berths for approx. **3 weeks**.
- **Strandway (IMO: 9664457)** – from or around **16 January** will be undertaking trailing suction hopper dredging operations around Harwich Harbour and Felixstowe berths for approx. **2 weeks**.
- **MTS Valour (IMO: 9407299)** – from or around **16 January**, will be undertaking plough dredging around Harwich Harbour and Felixstowe berths for approx. **2 weeks**.

### 03-2025: Dredging Operations – Cathy Anne

#### 08 January 2025

Mariners are advised that the **Cathy Anne** will be carrying out water injection dredging operations at **Mistley** and in the **upper River Stour** on or around the following dates:

- **13 to 19 January 2025**
- **10 to 16 February 2025**
- **10 to 16 March 2025**
- **09 to 17 April 2025**
- **12 to 19 May 2025**
- **07 to 13 June 2025**
- **07 to 14 July 2025**
- **06 to 12 August 2025**

### 06-2025: Dredging Operations – Sospan Dau – Update 1

#### 16 January 2025

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

- **Sospan Dau (IMO 7711062)** – on or around **18 January 2025** – will be carrying out trailing suction hopper dredging around Harwich Haven and Port of Felixstowe for approx. **4 days**, with material disposed to the beneficial sites in the River Stour and Orwell



## 07-2025: Maintenance Works at Halfpenny Pier, Harwich – Update 1

**16 January 2025**

Mariners are advised the pontoon bridges at Ha'penny Pier will be removed from **08 January 2025** for approx. **1 month** for essential maintenance. During this period, foot access to the 2<sup>nd</sup> and 3<sup>rd</sup> pontoons from the main pier (and vice versa) will be restricted. For those requiring shore access, berthing options will be limited to the first pontoon only.

The pontoon bridges will be returned as soon as repair works have been completed. Contact [pier.masters@hha.co.uk](mailto:pier.masters@hha.co.uk) for further information.

Further maintenance works are also taking place on the main pier until mid-late March 2025. From or around **23 January 2025** the tug **Jean T** (Callsign: MVS06) and a barge will be working alongside the pier for approx. **2 weeks**. Mariners are requested to keep well clear and pass at slow speeds.



A favourite in the harbour “**Sospan-Dau**” seen in the River Stour on 18<sup>th</sup> January during her latest operations here. *(Photo contributed)*





Further maintenance dredging has also been required at Woolvestone Marina on the River Orwell, just below the Orwell bridge. **“Wind Lass”** seen here on 13<sup>th</sup> January had left Poole with the small dredger **“C.H. Horn”** in tow on 16<sup>th</sup> December and arrived at Woolverstone on 10<sup>th</sup> January. Both units belong to Jenkins Marine of Poole. **“Wind Lass”** was built by Damen Shipyard, Hardinxveld in 2011 for Research Fishing of Lerwick, Shetland. She passed to Aquaship Ltd also of Lerwick in 2020 and Jenkins Marine acquired her in 2023, she has retained her name throughout. She left for Lowestoft on 16<sup>th</sup> January and has found work from there and Gt. Yarmouth. Looking at her track she has been doing sea defence work off the Norfolk coast. In the vicinity of where the latest sea protection work has been going on off Eccles and Sea Palling. *(Photo contributed)*





Whilst “Wind Lass” lays by on the pontoon at Woolverstone “C.H. Horn” is hard at work. She was built by James Cook at Wivenhoe in 1968 and has a Priestmann 500 grab. *(Photo contributed)*



Here she is returning to Woolverstone after disposing of dredged material on 13<sup>th</sup> January. *(Photo by David Hazell)*



## Blast From the Past



Passing Harwich inbound for Parkeston Quay on 8<sup>th</sup> April 1989, “**Faroy**” on charter to DFDS. Built in Vigo, Spain by J. Barreras in November 1982 as “**Reina Del Cantabrico**” for Cia Nav Astur-Andaluza, Vigo. The following year they named her “**Salah Labiad**” but two years later she reverted to the first name. In 1987 she was acquired by Technical Offshore Services, Ltd of Monrovia and renamed “**Faroy**”. In the latter part of 1989 she was renamed “**Rosanne**” by Chartwell Navigation of Cyprus, and was operating out of Felixstowe and Harwich, Ostend and Ramsgate. Next she became “**Sea Witch**” in 2004 for Sea Witch Maritime of Valletta and left Ostend in March for Greece. In the next year her name was amended to “**Sea Angel**” and she was operating from Valletta for MCCL Line in 2006. She swapped her red hull she had had since becoming “**Rosanne**” for a blue one on 17<sup>th</sup> September 2008 when renamed “**Strofades IV**” for Blue Planet Shipping. Her thirty year career came to an end at Aliaga, Turkey in July 2012 when she was broken up. (Photo by Derek Sands)





In these aerial views taken in 1968 Lion Ferries Halmstad registered **“Prins Hamlet”** and Wallenius stern loader **“Salome”** are prominent. In due course the passenger ferry service would transfer to run from Parkeston Quay. **“Salome”** and her sister ships **“Undine”** were built by Jos. L. Meyer, Papenburg in 1966. With two very similar ships **“Aida”** and **“Otello”** built in Sweden by Ekensburgs Varf, Stockholm. In 1969 **“Salome”** was lengthened by fifteen metres and in 1973 sold to Cypriot flag owners as **“Moundra”**. After four years she went to other Cypriot flag owners as **“Madouri”** and in 1980 Vantage Shipping of Limassol acquired her as **“Translink”**. They renamed her four years later as **“Freightline One”**, but sold her the following year to Euch Zammit & sons Ltd of Valletta and she was renamed **“Kusi”**. In early 1987 Med Lines of Valletta were her new owners and she was renamed **“Zanoobia”** and later in the same year transferred to the Syrian flag. Next in her long line of owners were Ahmed and Mohamed Tabalo who renamed her **“Stanmore”** under the flag of Honduras. 1992 saw her renamed **“Widad”** still under the flag of Honduras but with owner unknown. Later the same year she was renamed **“Phoenix Spirit”** by Pitsea Shipping still under Honduras registry. Her final name of **“Cosette”** came in 2000 for Mikado Shipping Corp of Panama. Laid up in Fort de France bay, Martinique by February 2010 she was deleted in August 2011. Towed out and scuttled west of Martinique in November 2014.

*(Photos by Nigel Scutt, Fotoflite and reproduced with permission)*





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**“Cosette”** originally **“Salome”** laid up in Fort de France bay, Martinique in February 2010.  
*(Photo by Yvon Perchoc)*



**“Cosette”** under tow by the French Navy in November 2014 for her final destination on the sea bed. She had begun to suffer water ingress and in danger of sinking in Fort de France bay. *(Web sourced)*



## Former Harwich to Esbjerg ferry gets a new lease of life?



“**Santa Cruz**” at the Zincaf Shipyard, Genoa in January 2025, having just been transferred there from lay up. She was of course well known in the harbour when she plied her route for DFDS from Harwich to Esbjerg. Built by Aalborg Vaerft in 1978 as “**Dana Anglia**” she served the Harwich- Esbjerg route until 2002 when renamed “**Duke of Scandinavia**” for service between Copenhagen and Gdansk. In 2003 she was placed on the Newcastle, Ijmuiden route. Chartered by Brittany ferries in 2006 as “**Pont L’Abbe**”, and sold to Brittany Ferries in 2007 she made her final sailing for them in November 2008 and was laid up at St Nazaire. Sold the following October to Moby Lines she was renamed “**Moby Corse**” and served a new route from Toulon to Bastia. Sold very recently by Moby Lines, she ran into difficulties and was seized by order of the Genoa court. But released, when the new shipping company was able to settle the outstanding debts when the Algerian charterer sent a first instalment of payment. She will soon enter service for Ferry Med Srl between Southern Europe and Algeria. (Image web sourced)

Below are some images of her in her former guises.





**"Moby Corse"** at Genoa in August 2016. *(Photo by Mick Warrick)*



Leaving Portsmouth on 23<sup>rd</sup> March 2006 as Brittany Ferries, **"Pont L'Abbe"**. *(Photo by Chris Hunsicker)*





**“Dana Anglia”** Passing Harwich on 11<sup>th</sup> July 1993 outbound in the updated DFDS livery with the hull logo altered to Scandinavian Seaways. (Photo by Derek Sands)



**“Dana Anglia”** has just departed Parkeston Quay for Esbjerg on 16<sup>th</sup> August 1986 in the new DFDS Livery. (Photo by Derek Sands)





**“Dana Anglia”** approaches Parkeston Quay on 22<sup>nd</sup> July 1985, in the previous DFDS livery which suited her far better. *(Photo by Derek Sands)*

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Any mistakes or inaccuracies are unintended.

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