

WORLD SHIP SOCIETY HAVEN PORTS BRANCH NEWSLETTER

MARCH 2025



(Photo contributed)

The next meeting of the branch will be on 13th March at the Felixstowe Museum 7.30pm. Parking is available adjacent to the museum (inside the gates).

The meeting will be a presentation of images taken around the Haven Ports and Brightlingsea in 2024 by Derek Sands.

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

Recent Callers



Passing by the very large container ship “**Ever Aeon**” berthed at Felixstowe on 27th January, “**Arklow Glen**” is dwarfed by comparison. She is heading for Ipswich with a cargo of stone from Belfast. She would leave for Waterford anchorage in Ireland on the 29th. Navigating the River Suir and then the River Barrow she would load at a jetty at Stokestown, just south of New Ross. Her cargo from Stokestown was destined for Casablanca, Morocco and she arrived there on 13th February and left the same day for the Spanish enclave of Ceuta in North Africa. Her call at Ceuta seemed to be for bunkers only as it lasted only five hours before she departed for Glomfjord, Norway. One of a series of five ships built by Ferus Smit, for Arklow Nederland she entered service in July 2023. Her four sisters built 2023/4 “**Arklow Gem, Globe, Grace and Guard**” are also flagged in the Netherlands and managed from the Dutch office in the Hoofdweg, Rotterdam. *(Photo by Derek Sands)*



Now alongside at Ipswich’s Old Power Station berth on the 30th January. *(Photo contributed)*



Alongside at Trinity Terminal, Felixstowe on the 27th January “**CMA CGM Chiwan**” in somewhat dull weather. She had arrived from Montoir on the River Loire, France the previous day. Her next port would be Antwerp when she sailed on the 29th. Subsequent calls were made at Rotterdam, Hamburg, Malta, Piraeus and Ambarli. Completed in September 2001 by Samsung, Koje for Seaspans Corp. who chartered her to China Shipping as “**CSCL Chiwan**” until 2013 when she became “**Seaspans Chiwan**”. Acquired by CMA CGM in 2022 she was renamed. (Photo by David Hazell)



High and dry receiving some attention at Shotley Marina is Border Force launch “**Rattlesnake**” on 27th January. Formerly a Police launch working on the Thames and surrounding area. More information about her would be welcome. (Photo by David Hazell)



With the morning daylight behind her “**MSC Samar**” in the Harwich Harbour deep water channel, heading for her berth at Felixstowe on 29th January. She is inbound from Antwerp for a stay of three days before leaving to go direct to Singapore. She passed round the Cape of Good Hope, South Africa on 16th February with a ETA at Singapore of the 28th. (Photo by Derek Sands)



Entering the harbour with the morning sun lighting her up. (Photo contributed)



Assisted by the Felixstowe based tugs she is turned to berth “head out” on number nine berth Felixstowe. (Photograph contributed)



“Svitzer Sky and Svitzer Shotley” working hard to berth her at Felixstowe’s Number Nine. She was completed by Samsung, Koje in July 2019. (Photo by Mick Warrick)



Making the final approach to the berth in this photo by *(David Hazell)*



After making her first call at Felixstowe **“Ever Aeon”** departs for Hamburg on 29th January. She had arrived from Singapore via Rotterdam on the 23rd. She entered service on in September 2024 after being completed by Hudong-Zhonghua, Shanghai on the 12th. *(Photos by Derek Sands)*



As she had berthed at number eight “head in” she is being turned ready to sail out of the harbour.
(Photo by Derek Sands)



Four out of the five tugs based at Felixstowe assisting as she moves slowly away from the berth.
(Photo by David Hazell)



With all bar the stern tug been having been released “Ever Aeon” makes a fine sight as she sails out of the harbour. *(Photos contributed)*





Goodbye **“Ever Aeon”** as she rounds the sharp turn in the channel, **“Svitzer Kent”** assisting with an indirect tow. (Photo by Derek Sands)



A sunny if cold January 30th as **“Nicki”** waits for the rest of her cargo from Fredrikstad to be discharged. She left on the 2nd of February for Cuxhaven. After an extended time in the port of eleven days she left for Hamburg. Her owner is Jens Waller of Dornbusch, Germany and she flies the Cypriot flag. Launched by Leninskaya Kuznya, Kyiv, Ukraine in July 2006 and completed as **“Blue Bay”** by Damen, Bergum in November. Her subsequent names were **“Hanna”** in 2016, **“Hanna L”** in 2020 and **“Luca B”** in 2021. Joining Waller in 2023, she has always been German owned. (Photo contributed)



Berthed at Cliff Quay, Ipswich on 30th January stern to stern with a fleet mate, “**Clara K.**” had arrived from Viewrow, Germany on the 26th. Leaving for Rotterdam on the 31st. Built in Bulgaria at Rouse Shipyard in 2007 she has never had another name. She is in the fleet managed by Flagship Management of Farmsum, Netherlands. Below also in the same fleet is “**Elisabeth K.**”, which had arrived on the 28th January from Rotterdam. She would depart for the same port on the 31st. She was built in the Netherlands by Royal Bodewes, Hoogezand and completed in March 2021. *(Photos contributed)*





Somewhat of a veteran nowadays and smaller than most coasters currently employed in the trades **“Scanlark”** was built in 1985 by Kotter Werft, Haren/Ems for W. Pott as **“Drochtersen”** and in 1998 she became **“Oland”** until 2006 when she went on charter as **“RMS Scanlark”** by this time owned in Estonia by Scan Maritime of Tallinn. The charter ended in 2009 and her name was shortened, she is flagged in St Vincent and Grenadines. She had arrived from Riga on the 29th and would leave for Ghent on the 31st January. *(Photo contributed)*





MSC charter, German owned “**Northern Jamboree**” alongside Trinity Terminal, Felixstowe on 2nd of February. She is on the NWC service to India and Pakistan, having previously been chartered by Ocean Network Express (ONE). Daewoo Shipbuilding and Engineering of Okpo, South Korea completed her in July 2014. She departed for Rotterdam on the 3rd. *(Photos contributed)*





Having left El Dekheila, Egypt on 17th January, “**Cosco Antwerp**” is arriving at Felixstowe on the 3rd February via Piraeus and Salerno. She was launched in April 2001 and completed in September by Nantong Cosco KHI. Now registered under the UK flag, she left for Rotterdam, Antwerp and Piraeus on February 4th.
(Photo by Mick Warrick)



Faversham Ships “**Clarity**” departs Ipswich on 4th February bound for Rotterdam. She had arrived from Belfast two days earlier. (Photo by Alex Dace)



In a few moments she will pass under the Orwell Bridge. Although Faversham Ships of Cowes acquired her in 2022, she has not yet received their dark blue hull colours, although her funnel livery has been altered. Formerly the Dutch owned **“Calypso”**, she was launched by Leninskya Kuznya, Kyiv, Ukraine and completed in the Netherlands in September 2011 by Damen, Bergum. (photos by Alex Dace)



Displaying her Peel, Isle of Man registry as she heads down the Orwell.



Currently working on a MSC charter shuttling boxes between Felixstowe and Rotterdam **“Panda 004”** is one of eight container ships owned by Tailwind Shipping Lines, a subsidiary of Lidl and based in the German city of Neckarsulm. Other ships in the Tailwind fleet are focusing on direct services from China and India to smaller ports in Europe. **“Panda 004”** was built in China by Penglai Zhongbai Jinglu ship industry and completed in June 2024. *(Photos contributed)*





Commanding the presence of seven cranes at number eight berth, Felixstowe on 5th February **“OOCL Turkiye”** had arrived direct from Singapore on the 3rd. Leaving for the short voyage to Zeebrugge on the 6th, she made calls at Gdansk and Wilhelmshaven. On the 23rd February she was off the Portuguese coast heading for Singapore with an ETA of 21st March. *(Photo contributed)*



Also seen on the 5th February at Felixstowe, occupying number nine berth is **“MSC Monica Cristina”**. Another ship to arrive direct from the Far East, she left Malaysia’s Tanjung Pelepas on 31st December arriving at Felixstowe on 2nd February. She left on February 8th for Rotterdam, Tanger Med and Hong Kong. She was completed by Hyundai Heavy Industries in August 2023. *(Photo contributed)*



Seen earlier in the newsletter **“Elisabeth K.”** makes a fine sight as she transits the harbour outbound for Rotterdam on the 5th February. *(Photos contributed)*





In dull and dreary conditions on 8th February “**Andrea**” is outbound from Ipswich for Velsen, Netherlands to load for Turku, Finland. She had arrived from Rostock on the 6th with what was probably a wheat cargo. Launched in June 2006 by Czech yard, CSPL, Decin, she was completed in November by Peters, Kampen. Owned by Van Dam Scheepvaart of Farmsum, Netherlands. *(Photos contributed)*





Not the best weather for photographs on the 8th February as “**MSC Gemma**” arrives from Antwerp. She stayed at Felixstowe until the 12th before setting off direct to Singapore. Completed by Hudong-Zhonghua, Shanghai her main engine was supplied by WinGD, China. (Photo by David Hazell)





Now repainted in her owners colours, she has lost her former green hull from when she was “**Arklow Rebel**”. Acquired in 2021 by her Norwegian owners and renamed “**Astrid Erika**” she has made numerous calls at Ipswich under her former and current name. This time she had come from Belfast with a stone cargo arriving on the 9th. She was one of a series of twelve built by Barkmeijer, Stroobos and in her case she was completed in 2005. *(Photo contributed)*



Still alongside on the 14th February, loading for Rotterdam, she would leave later in the day. *(Photo by Mick Warrick)*



At Cliff Quay on 9th February with a cargo from Amsterdam, **“Linde”** had arrived the previous day. She changed to a berth on West Bank after discharge and was still there on 23rd February. Now owned by Colorado Shipping and managed from London by Educey Shipping, she flies the flag of Antigua and Barbuda. Her hull was launched as **“Isabella”** in January 1998 by Galati SN, Romania and she was completed in the Netherlands by Damen, Foxhol in June as **“Isabella 1”**. She changed back to her launch name in 2001 and in 2012 she became **“Bella 1”**. In 2015 she was renamed **“Paul”** and as such called in Ipswich. Next in 2020 JEB Bereederungs renamed her **“Inge B.”** more recently in 2022 she gained her present name. *(Photos contributed)*





It's been a while but **"MSC Candice"** has previously made calls at Felixstowe and is seen here at Trinity Terminal on 9th February. She set off from the Indian port of Nhava Sheva on December 28th, calling at Hazira and Mundra, India before arriving at Felixstowe on the 8th February, Leaving on the 9th for Bremerhaven, Hamburg, Antwerp and Le Havre. Samsung, Koje, South Korea were her builders in 2007. *(Photos contributed)*





“Maersk Sembawang” at Trinity seven on 9th February. Serving ports in Greece and Turkey, she is due back in Felixstowe again around 14th March. One of a series of very similar ships, she was completed in South Korea in 2007 by Hyundai, Ulsan. *(Photo contributed)*



Alongside at Harwich, Navyard Wharf on 9th February is wind farm support craft **“Seafast Don”**. Built as **“Dalby Don”** by Alicat Workboats, Great Yarmouth in 2015, she is now owned by Scottish Company, Seafast Marine Contractors, of Invergordon. *(Photo contributed)*



The tenth of February was a dull and rainy day with horrible conditions for photos. However this was “**MSC Olbia**” making her first call at Felixstowe, having been diverted from Liverpool and London Gateway. She was only completed in December 2024 by Jiangsu Yangzi Xinfu Shipbuilding of Taixin, China. She had come from Lome in Togo and departed the same day for Hamburg. *(Photo by Derek Sands)*



Passing Harwich inbound 11th February, on another dreary and wet day is “**Polaris**” making a second call at Parkeston Quay to load second hand vehicles for Famagusta. Launched as “**Odin**” and completed as “**Polaris**” in 1988 by Sietas, Neuenfelde. She became “**Polaris VG**” in 2015 and had her name shortened again in 2022. She is owned in Germany by Trulsen Chartering and flies the Antigua flag. *(Photo by Alex Dace)* (24)



“**MSC Fatma**” another diverted vessel from London Gateway and making a first call at Felixstowe. She arrived on February 11th from Vizhinjam, India. Seen here on the 12th on another dull and dreary day, she departed for Antwerp on the 13th. She was built in 2022 by Hyundai Heavy Industries, Ulsan. *(Photo by Derek Sands)*

Below, the advantages of being able to get close with a drone despite the weather are obvious in the quality of the photo. *(Photo contributed)*





“Tristar Natasha” unloading a part cargo of molasses at Trinity terminal, Felixstowe on 12th February. Built in China by Ningbo Xinle, Xiangshan County as **“Giancarlo D”** in March 2016. In 2023 she was acquired by Acacia Shipping of Malta and renamed **“NQ Acacia”**. The following year Marshall Islands flagged owners Tristar bought her and renamed her as above. Having arrived from Zeebrugge on the 11th, she departed for Rotterdam on the 14th.
(Photos contributed)





“Tristar Natasha”, two photos of her sailing for Rotterdam on the 14th, in this one she is accompanied by a flight of Brent Geese over the bow. (Photos by Derek Sands)





With her recently applied black paint already deteriorating with “Maersk” blue showing through “**Maersk Gibraltar**” on long term charter from Seaspan is berthed at Trinity Terminal, Felixstowe on 12th February. She arrived from Tanger Med, Algeciras and Rotterdam on the 10th and sailed for Tanger Med and Salalah, Oman on the 13th. One of a series of similar ships she was built in 2016 by China’s Jiangsu Yangzi Xinfu, Jingjiang. *(Photos contributed)*





A Maersk forty foot box being loaded next to her bridge on board **“OOCL Seoul”** at Trinity seven on 12th February. The ship is a product of Samsung, Koje and built to their Samsun 7500 design. She sailed for Hamburg, Wilhelmshaven, Bremerhaven, Antwerp and Piraeus on the 14th. (Photo by Derek Sands)



With **“MSC Fatma”** and **“OOCL Seoul”** in the background **“MTS Valour”** does an about turn! She is plough dredging in the harbour until not required as she was originally supposed to finish on 5th February. (Photo contributed)



A close up of **"MTS Valour"** working on the 12th February. Her hull was constructed in Poland by Kozle-Serwis and she was completed by Damen, Hardinxveld in November 2006 as **"DMS Heron"**. She went to Falmouth based MTS in the same year and gained her present name. *(Photo contributed)*



Now nearly secure alongside at number nine berth, Felixstowe on 14th February **"MSC Idania"** just has the final attention of one tug. She had just arrived from Xiamen, Yantian, Tanjung Pelepas and Rotterdam. After five and a half days she left for Tanger Med. Another product of Jiangsu Yangzi Xinfu Shipbuilding, China and completed in January 2024. *(Photo by Derek Sands)* (30)



A fairly frequent caller at Parkeston Tanker Jetty, “**Atlantic Wind**” enters the harbour on 14th February. Launched by Aker, Braila, Romania in July 2006 she was completed as “**Marida Boreas**” by Aker, Brevik, Norway in May 2007. She became “**Ternen**” in 2010 and three years later was acquired by her present owner, Carl Peters in 2013 and renamed as above. (Photo by Derek Sands)



Seen departing her berth at Cliff Quay on 14th February “**Linde**” disappointed the waiting photographer as she was just heading across the port to a berth at West Bank. Her details can be seen earlier in the newsletter. (Photo by David Hazell)



Numbers eight and nine berths, Felixstowe are normally used by ships with a length of 366 to 400 metres. The 294 metre “**MSC Cornelia**” sails for the Thames on 14th February, with 300 metre “**MSC Aquarius**” in the background. Built in China for German owners as “**RHL Fiducia**” by Shanghai Jiangnan Changxing in 2010. She became “**Cornelia I**” in 2016 and entered the fleet of MSC in 2021 as “**MSC Cornelia**”.

(Photos contributed)



The port working hard with five cranes attending to “**MSC Aquarius**” on 14th February. She had arrived from Mundra, India earlier in the day and would leave for Rotterdam on the 15th. She is doing the European “rounds” and as this is written is berthed in Antwerp’s Deurganckdok. Built for Japanese Nippon Yusen Kaisha (NYK) in 2003 by compatriot shipbuilder IHI Marine Untied, Kure as “**NYK Aquarius**”. She entered the MSC fleet in 2019 when the prefix was altered.



It's barely daylight on a cold and dreary 16th February as “**MSC Tampa**” arrives from Liverpool and London Gateway. She left for Antwerp later the same day and is heading for Turkey now with an ETA in Gebze of 1st March. Built in 2006 by Hyundai, Ulsan for Stefan Patjens GmbH as “**Maersk Dryden**” for charter to Maersk. When the charter ended in 2014 Patjens renamed her “**Herma P**”. She was then chartered as “**City of Alexandria**” in 2019 and she entered the MSC fleet in 2022. (Photo by Derek Sands)



Now seen later on 16th February from above in better conditions, she does not seem to have much attention since her Maersk charter. (Photos contributed) (33)



“MSC Valeria” at Trinity Six on 16th February, she had arrived on the 15th from Colombo, Sri Lanka. She left on the 17th for Zeebrugge, Antwerp, Hamburg, Klaipeda and Gdynia. She has made several previous appearances at Felixstowe since her completion by Daewoo, Okpo in June 2012. *(Photo contributed)*



Another shot of “**Linde**” taken on the 16th February, she is alongside at RoRo2 berth West Bank, Ipswich. No cargo is being worked and it’s unclear why she was still in port on the 25th February. She finally departed on the 28th for Teesport (*Photo contributed*)



Chinese built “**JSP Falster**” at Cliff Quay, Ipswich on 16th February. She arrived from Rotterdam on the 13th and after discharge of her cargo reloaded at the grain terminal for Londonderry, sailing on the 19th. Owned by Jebsen Shipping Partners of Germany she came for the Jiangsu Dajin Heavy Industries yard in May 2023. She is one of several similar ships. (*Photo contributed*)



Arriving from Rostock on the 15th of February and seen here at Ipswich on the 16th “**Hendrika Mararetha**” would stay for nearly three days before sailing for Portsmouth, where she loaded for Antwerp. Built for Wantij Co in 1993 by Severnav, Drobeta, Romania, as “**Donau**”. In 2004 she was acquired and renamed by De Koning Gans of Hasselt and she flies the Dutch flag. *Photo contributed*)



Passing Felixstowe inbound for Ipswich on 18th February “**Arklow Clipper**” has come from Swansea and will load for Warrenpoint, Northern Ireland. The sixth vessel in a series of eight from Dutch builder Ferus Smit, Westerbroek. *(Photo by Mick Warrick)*



Seen from Felixstowe's viewing area on 18th February as she passes inbound for Ipswich, "**Fri Ocean**" has come from Seville, Spain, where she discharged a cargo of scrap loaded at Inverkeithing. She departed on the 21st for Rouen. Launched by Daewoo-Mangalia, Romania in January 2000, she was completed as "**Vera**" for German owners by Damen, Bergum in December. Acquired by Kopervik Shipping in 2006 she was renamed "**Fri Ocean**".
(Photos by Mick Warrick)





With her name now amended to indicate her capacity “**MSC Lausanne VI**” alongside at Trinity Terminal, Felixstowe on 20th February. Launched as “**Buxhai**” for German owners NSB she was completed as “**MSC Lausanne**” by Daewoo, Okpo in November 2005. At the end of her charter she was renamed “**Buxhai**”. Originally 50,963gt and 262 metres wide and 32.2 wide, she was lengthened and widened in 2015 to become 62,702gt with a length now of 283 metres and a width of 39.8 metres. She re-entered MSC fleet by 2016 again as “**MSC Lausanne**” with the suffix added in 2024. *(Photo contributed)*



A quick return visit by “**MSC Polaris**” on 20th February, she was last here in early January. With over height cargo on flatracks much in evidence on deck. She had arrived from Le Havre on the 19th and would sail later on the 20th for Hamburg. Built in Japan by Mitsubishi Heavy Industries, Nagasaki, further details are in last months newsletter. *(Photo contributed)*



On charter to BG Freight “**Katharina Schepers**” arrives at Felixstowe from Rotterdam on 20th February. Sailing early the next day for White Hill Point on the Tyne. Built for HS Bereederungs in China by Sainty (Yangzhou), Yizheng in May 2012. *(Photo contributed)*



It looks like a much duller day from ground level! *(Photos by David Hazell)*



A previous visitor to Felixstowe “**MSC Calypso**” arrives for number nine berth on 20th February. She had left Xiamen, China on the 1st of January, calling at Yantian, Tanjung Pelepas and Rotterdam on her way here. She left for Rotterdam on the 21st and is still awaiting berth on the 25th as this is written. She entered service in June 2023 from the busy shipyard of Hyundai, Ulsan. *(Photo by David Hazell)*



Winschoten based Rederij De Jong's "**RDJ Johanna**" loading at Ipswich on 20th February. Launched by Daewoo-Mangalia in February 2001, she was completed in September by Pattje, Waterhuizen as "**Athos**" for German owner, Briese. Subsequently she became "**Korsar, Nordic Bianca, Thea Marieke**" and in 2021 she was acquired by De Jong and renamed. (Photo by David Hazell)



Seen at Cliff Quay, Ipswich loading for Rouen on 20th February. Details of "**Fri Ocean**" are earlier in the newsletter. (Photo by David Hazell)



Unloading her cargo of cement from Bilbao is “**Arklow Villa**” at number 1 shed Ipswich on 22nd February. She had arrived on the 20th and would sail for Aberdeen on the 23rd. One of a series built by Royal Bodewes, Hoogezand she was completed in 2018. It is thought she had not visited the port previously.
(Photos contributed)





365 metre “**MSC Camille**” berthed at Trinity Six, Felixstowe on 22nd February. The 14,000TEU vessel had arrived from Yantian, China via Malaysia’s Tanjung Pelepas on the 21st. Leaving on the 24th for Rotterdam’s Maasvlakte where she arrived the same day. A product of South Korea’s, Daewoo Shipbuilding and Marine Engineering, Okpo in 2009, she has visited Felixstowe on several occasions since her completion. In June 2010 she was involved in a collision forty two miles east of Gibraltar with the tanker “**Torm Marina**”. Fortunately despite the tanker’s hull being cracked from deck to keel, there was no oil spillage as the tanks affected were empty. No injuries were reported. *(Photos contributed)*





Being serviced on 22nd February at Trinity Terminal by some of Felixstowe's oldest ship to shore cranes "**Xin Nan Tong**" had arrived the previous day from Salerno, Italy. Leaving later on the 22nd for Rotterdam and Hamburg. Built in China by Hudong-Zhonghua, Shanghai in 2003. (Photo contributed)



Also alongside on 22nd February, "**CMA CGM Lamartine**" is at Trinity seven berth. She had arrived on the 21st from Malta Freeport and Tanger Med. Sailing in the late evening of the 22nd for Hamburg and Wilhelmshaven. Seen quite regularly at Felixstowe she was built in 2010 by Hanjin Heavy Industries, Busan.



Looking in good condition after her recent survey in June 2024, “**MSC Clorinda**” is at Trinity six berth on 25th February. She was retro fitted with an exhaust scrubber since her build in 2012. She arrived from Xiamen, Yantian, Tanjung Pelepas and Rotterdam on the 24th. Her next port will be Tanger Med and then direct to Hong Kong, she is MSC’s Griffin Service. *(Photo contributed)*

Below she is seen in December 2014 at Felixstowe in her original guise. *(Photo by Derek Sands)*





This is believed to be the first call at Ipswich for “**Scot Trader**” and she is alongside Cliff Quay on 25th February. She had arrived earlier in the day with stone from Belfast. From the Northern Irish port she headed north round the top of Scotland, braving the Pentland Firth, before turning south for Ipswich. The third ship in the Scotline fleet to be named “**Scot Trader**” she was launched by Royal Bodewes, Foxhol on 2nd June 2023 and completed in July. She sailed on the 26th February for Antwerp. *(Photos contributed)*



Brightlingsea Shipping



Having arrived in ballast from Sheerness on 29th January, “**Ronja**” leaves Olivers Wharf on the 31st for Leixoes, Portugal. She has a cargo of scrap metal on board, and would arrive at Leixoes on February 5th. After five days in port she left for Rouen. Built in 2008 by Yildirim, Tuzla as “**Ozcan Atasoy**” she was renamed the same year as “**Univoyager**”. In 2012 she was renamed “**Ronja**” and is owned and managed from Lithuania and flies the Cypriot flag. (Photos by Derek Sands)





The colourful funnel markings of her managers Forsa Jura Agentua UAB, Lithuania. (Photos by Derek Sands)



Seen arriving on a previous visit on 30th December 2024 “**Nordica Hav**” made a repeat call on 7th February 2025. Once again she had brought cement from Setubal but due to 15 metre waves off the Portuguese coast, she waited for several days in Setubal after loading. She left Brightlingsea on the 8th for Dunkirk. It is easy to confuse her with an earlier ship of the same name, the 1982 built “**Nordica Hav**” which came from the same shipyard and built to the same design. The previous one being in the Hav fleet from 2000 to 2017 when she was sold. The current version seen here was built in 1983 by Hugo Peters, Wewelsfleth as “**Sabine L**”. in 1992 she was chartered as “**RMS Germania**” and reverted to “**Sabine L**” in 1995. Sold to become “**Peikko**” in 1998 she entered the fleet of Hav Shipping in 2018 replacing the previous vessel of the same name. (Photo by Derek Sands)

Bert Prior Leaves The Colne For The Final Time



The last surviving ship of the J.J. Prior fleet, aggregate carrier **"Bert Prior"** leaves the river Colne for the last time on 25th February. (Photo by Ian Clarke)



Seen here at Prior's Fingringhoe Wharf on 6th May 2008, **"Bert Prior"** at that time had several fleet mates. All were in the regular sand and gravel trades from Fingringhoe to the Thames. Built in 1961 in the Netherlands by Van Duijvendijk's, Lekkerkerk, she joined older units in the fleet at that time, some of which were former Admiralty X-lighters of First World War vintage. (Photo by Derek Sands)



Here she is on the Thames, passing Tilbury well loaded on 15th April 2015. She is heading for Brewery Wharf in Deptford Creek. *(Photo by Derek Sands)*



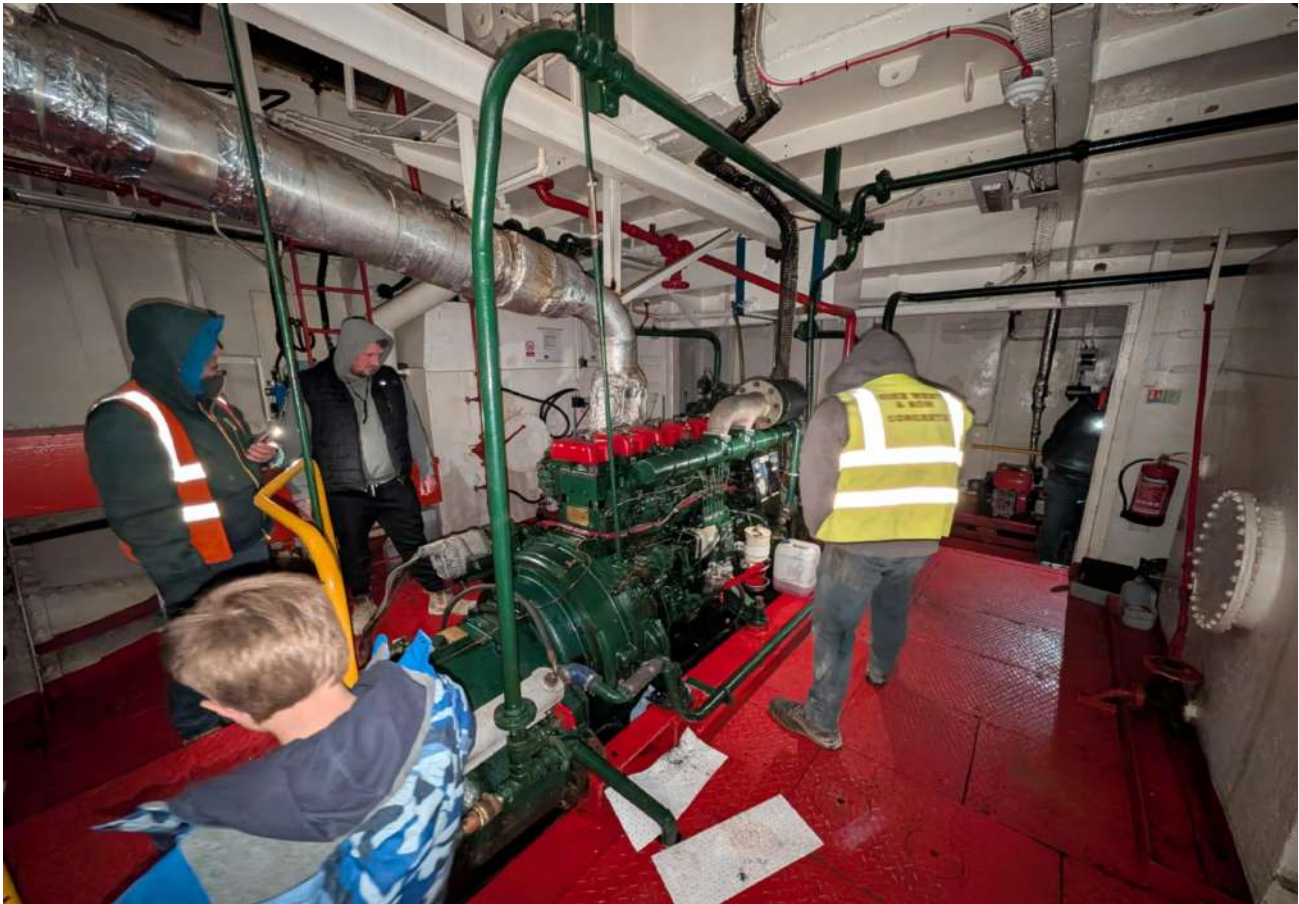
Inbound in the River Colne and nearing Fingringhoe to be laid up on 29th June 2018, by this time Prior's operation was to close and **"Bert Prior"** was the last unit of the fleet to be still working. *(Photo by Mick Warrick)*



On passage in the Dover Strait on 25th February heading for her new home in the Isle of Wight. (Photo by Ned Tutton)



In the wheelhouse. (Photo by Shaun Harris)



What a well maintained engine room looks like! (Photo by Shaun Harris)



A webcam screen shot of her safely arrived at Cowes on 26th February and waiting for the tide. She will than make passage up the River Medina to Newport. (53)



Alongside Blackhouse Quay, Newport, Isle of Wight on 26th February. She will work in the aggregates trade for a consortium of owners based in the Isle of Wight. The plan is for her to make regular deliveries from Southampton to Newport. I am sure they will get many more years out of this well built ship. *(Photo by Shaun Harris)*

Mistley Shipping



Yes its her again, Mistley regular **"Allora"** arrives on 27th January from Aalst with more bricks. *(Photo by Steve Cone)*



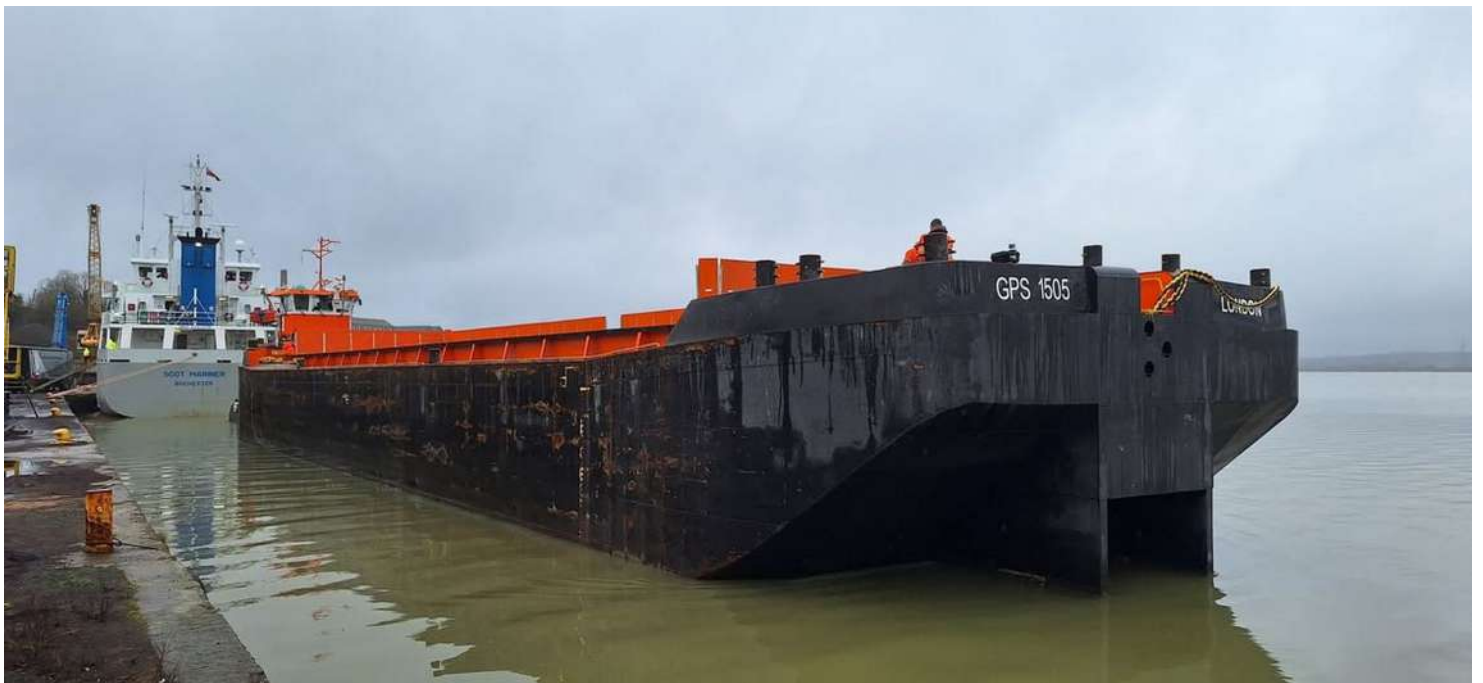
Fully discharged on the 29th January and waiting to depart for Antwerp. *(Photo by Derek Sands)*



“Luna-B” arrives from Eemshaven, Netherlands with a cargo of ash on 27th January. Now owned in Germany by JEB Bereederungs of Elsfleth. She was originally built for Russia as **“Seg”** in 1993 by Arminius, Bodenwerder. She got her present name in 2023.
(Photo by Steve Cone)



Discharge is still underway on 29th January. *(Photo by Derek Sands)*



“GPS Arcadia” propels her barge away from the quay after their call on 31st January. They had brought more stone from Isle of Grain, earlier in the day. (Photo by Steve Cone)



Scot Line vessels have in the past been frequent callers, but “Scot Mariner” is the first to call for a while. She arrived on 31st January and is seen here on 3rd February discharging her cargo of wood pellets from Inverness. She would depart for Antwerp on the 5th. She was built to the Tille Trader 3300 design by Tille, Kootstertille, Netherlands in 2001. (Photo by Mick Warrick)



“Scot Mariner” departs for Antwerp on 5th January. (Photo Steve Cone)



Seen here passing Wrabness in the River Stour on 11th February inbound for Mistlely with aluminium ingots from Aviles, Spain **“Wilson Lahn”** was built as **“Moravia”** in the Czech Republic by the CSPL Yard, Chvaletice in 2001. Wilson acquired her in 2004. (Photos by Derek Sands)



Approaching
the berth on
the 11th.
*(Photo by
Steve Cone)*



Mistley's modern cargo handler plumbs the hold of **"Wilson Lahn"** on 13th February, by her draft discharge is seemingly almost complete. (Photo by Alex Dace)



"Rix Venta" arriving from Kruibeke in the early hours of 13th February. (Photo by Steve Cone)



Simultaneous discharge of both vessels alongside on the 13th (Photo by Alex Dace)

Now some aerial views of the unloading operations at Mistlely.



“Wilson Lahn” with her cargo of ingots clearly seen in her hold, and on the lorries providing a shuttle service to the warehouse. (Photos contributed)



“Rix Venta” and “Wilson Lahn” being worked on the 13th February. *(Photo contributed)*



Leaving in the early hours of the 14th February “**Wilson Lahn**” is bound for Immingham, where she arrived the following day. (Photo by Steve Cone)



A close up aerial view of discharge of the “**Rix Venta**” cargo of expanded clay on 13th February. (Photo contributed)



Discharge continues from the middle of the hold as witnessed by a high flying drone. *(Photo contributed)*



Now all on her own on 14th February, the last of her cargo of expanded clay being discharged. **“Rix Venta”** would leave on the next tide for Brake, Germany. Recognisable as a product of the Rouse Shipyard, Bulgaria, she was built in 2001 as **“Pex”** for Wessels of Germany. Acquired by Rix in 2020 as **“Rix Zenith”**. In 2024 her name was changed to the current one. *(Photo by Derek Sands)* (64)



“**Naomi-B**” in the River Stour on 15th February with Shotley in the background, as she heads upriver for Mistley. A fleet mate of the “**Luna-B**” she also has a cargo of ash from Eemshaven. (Photo by Derek Sands)



“**Naomi-B**” was completed in China by Wuxue Kaiyangxing in 2013 as “**Rhine Express 1**”, having been launched as “**Fehn Chelsea**”. Renamed in 2014 as “**Fehn Caledonia**” she became “**Naomi-B**” in 2022. (Photo by Derek Sands)



Approaching her berth.
(Photo by Steve Cone)



Safely alongside on the 15th February. (Photo by David Hazell)



Most of the cargo has already been unloaded by lunchtime of the 17th. *(Photo by Alex Dace)*

Below she is seen leaving stern first on the 18th. *(Photo by Steve Cone)*



“Allora” returned again on 23rd February with more bricks from Aaslt, she departed for Terneuzen on the 26th.

Tug and barge combo “GPS Arcadia and barge “GPS 1505” arrived with more stone from Isle of Grain on the 25th. After a swift discharge they left on the next tide.



Blast From The Past



Canadian flagged “**Lucien Paquin**” unloading Canadian timber at Cliff Quay, Ipswich on 27th March 1991. Built in 1969 by Eriksbergs MV, Gothenburg as “**Boreland**” for A/B Svenska Orient Linen, Gothenburg. In 1979 she went to Boreal Nav Inc., Quebec and was chartered by Saguenay Line as “**Sunemerillon**” until 1982 when she became “**Mesange**” for her owners. In 1985 Logistec Corp of Trois Rivieres, Canada acquired her and renamed her “**Lucien Paquin**”. Reportedly by the time she called in Ipswich she was worn out. However she was sold to Igen Sea Transport of Kingstown, St Vincent in 2001 and renamed “**Igen Ice**”. But by November 2001 she found her way to Gadani Beach for breaking. (Photo by Derek Sands)



Berthed in Quebec City in 1991. (Photo by Marc Piche)



Marc Piché photo 1981-2015

Up bound in the St Lawrence as “**Sunemerillon**” on 30th December 1981. (Photo by Marc Piche)



Seen here as built for Svenska Orient. (Image web sourced)



It seems appropriate to post this one bearing in mind the demise of the Prior fleet. This is “**Margaret G**” heading into Ipswich’s Wet Dock on 15th October 1992. She has come from the Isle of Grain with stone for the Tarmac berth at South West Quay. Built in 1915 by J.T Eltringham & Co, Willington Quay, Tyne as an Admiralty X-Lighter, X-105 designed to land troops in the Gallipoli campaign in WW1. Designed by Walter Pollock of James Pollock and Sons Shipbuilders at Faversham, who never actually built any! Around two hundred were built with spoon shaped bows for beach landings. Later named “**Sway**” she came into the Prior fleet as “**Sidney P**” in 1964. Sold out of the fleet in 1987 she became “**Margaret G**” for Nick Murray of Queenborough. In the late nineties she went out to Ghana, nothing further is known. *(Photo by Derek Sands)*

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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.

Submissions of any material to Derek Sands by email please
dereksands54@gmail.com