

WORLD SHIP SOCIETY
HAVEN PORTS BRANCH
NEWSLETTER

OCTOBER 2024



(Photo by Alex Dace)

Due to an admin error last month some photos kindly sent to me did not make the Newsletter. So we will be leading with those first in Recent callers.

Don't forget the Branch AGM in November 7.30pm Thursday 14th at the Felixstowe museum (Next to the Fort) on viewpoint road.

I will have some boxes of photos free to good homes at this meeting and subsequent ones

Recent Callers



“MSC Berangere” arriving at Felixstowe on her maiden voyage on 14th August. She has since called at London Gateway port twice whilst doing the rounds of European ports. Completed in July 2023 by Daewoo Shipbuilding, Okpo. Of 149,994 Gross Tons she is capable of 15,413TEU. *(Photos contributed)*





Alongside Harwich Navyard Wharf on 14th August, discharging cement loaded in Setubal is **“Emstal”**. Built by Slovakia’s Slovenske Lodenice, Komarno in 2007 as **“Kossau”**. Further details in last months newsletter.

(Photos contributed)

Now outbound on the following day for Emden.





Seen at Harwich Navyard wharf is “**Manor Brunel**” a survey vessel belonging to OEG renewables of Portland. Powered by two Cummins diesels she is capable of fourteen knots. Purchased in May 2021 and upgraded, she was formerly the “**Isambard Brunel**” previously owned by the Bristol Port Company she was built in Bristol in 2008. She left for Lowestoft on 30th August. To her stern is the “**Balvenis**”, about which information is sort. (Photo contributed)



A fine aerial view of “**MSC Mombasa**” alongside Trinity six berth, Felixstowe on 20th August. Managed from Cyprus by MSC, ownership is registered as Anemoessa Oceanway Ltd. Built by Hyundai Heavy Industries she was in service by June 2024. Just 75,154 Gross tons and she can load around 8,000TEU. She left for Rotterdam on 21st August. (Photo contributed)



A super pair of aerial views as Maiden voyager “**OOCL Denmark**” arrives from Singapore at Felixstowe on 18th August. Sailing for Zeebrugge four days later the 2024 built ship was completed by Dalian Cosco Shipbuilding in June. *(Photos contributed)*





Battling down the River Orwell outbound on 22nd August is Dutch registered coaster “**Confidence**”. A busy ship she arrived from Antwerp earlier in the day and is now heading for Sauda, Norway. There she loaded for St Helier, Jersey arriving on 6th September. Since then she has visited Rye, Rotterdam and Greaker, Norway. Her hull came from Poland’s Plocka yard and she was completed in Germany by Schloemer, Oldersum in October 1996 as “**Warber**” for Visser and Bakker of Sneek, Netherlands. In 2008 she moved to Baltnautic of Klaipeda as “**Aquarius**”. Sold in November 2023 to Hubach Maritime of Genemuiden, Netherlands she gained her current name. *(Photo by David Hazell)*



Here she is under her previous name of “**Aquarius**” in August 2010 arriving at Rotterdam. As can be seen not much has changed during her career so far except the hull logo being painted over. She was on charter to RMS at the time. *(Photo by Derek Sands)*



A first appearance at Felixstowe for Cosco's **"Xin Nan Tong"** on 28th August, when she arrived from ports in the Mediterranean. She sailed for Rotterdam arriving there on the 31st and leaving on 2nd September for Hamburg, Antwerp, Piraeus and Mersin. Delivered in November 2003 to Cosco by Hudong-Zhonghua, Shanghai. Although she looks smart here she had five deficiencies on her last inspection at Hamburg in June including corrosion to her beams, frames and floors. This is probably to be expected for a ship of her age though, working hard in a harsh environment. *(Photos contributed)*





Carisbrooke Shipping's **"Kate C"** passing Felixstowe on 30th August bound for Ipswich. Flying the Portuguese (Madeira) flag Carisbrooke has given her management over to Rhoon, (Netherlands) based Vertom Shipping. Built in China by Jiangsu Yangzijiang, Jiangyin in 2010 she has traded around Europe for Carisbrooke ever since. She departed on 2nd September and arrived in Viewrow, Germany on 6th September to load for Liverpool. (Photo by David Hazell)



Making her latest call at Felixstowe on 4th September is **"MSC Ruby"**, viewed here from the passing Harwich to Hook of Holland ferry. She left later the same day for five ports in Europe and Port Louis, Mauritius. Launched as **"Rio Nadia"**, she was completed by Hyundai, Ulsan as **"Hanjin Gold"** in April 2013. After Hanjin's bankruptcy she came into the MSC fleet in 2017 and got her present name. (Photo by Derek Sands) (8)



James Fisher owned tanker "**Sarnia Cherie**" at Parkeston tanker jetty on 4th September. Her hull was launched into the river Volga by 3rd International Shipyard, Astrakhan, Russia. Completion as "**Vedrey Tora**" was done in June 2007 by BLRT, Tallinn. Along with her sister she plays a big role in keeping the Channel Islands supplied with fuel. She has made recent calls at both Saint Sampson, Guernsey and St Helier, Jersey. *(Photos contributed)*





Alongside Trinity terminal, Felixstowe on 4th September as the Stena ferry passes by is “**MSC Catherine VI**”. She had arrived the previous day from Le Havre and would depart for Hamburg on the 5th. She then headed for the Mediterranean and Gioia Tauro, Italy, Piraeus, and three ports in Turkey. Her details are in last months newsletter. (Photo by Derek Sands)



Also at Felixstowe on the 4th September occupying number eight berth was “**Ever Apex**”. Built in China by Jiangnan Shipyard Group she was delivered in July 2022. She had arrived on the 1st from Rotterdam and would depart for Hamburg on the 5th. (Photo by Derek Sands)



Purchase of the “C” class Maersk vessels by MSC has continued apace, “**MSC Chiara X**” seen here was built like her sisters by Odense Staalskibs, Lindo, Denmark. Completed in March 2000 as “**Cornelius Maersk**”, she was acquired in June 2024 by MSC and renamed but is yet to receive her new livery. Seen arriving at Felixstowe on the 4th September from Mudra, India she departed the following day for Rotterdam. *(Photos contributed)*





Making her first call at Felixstowe on 6th September, “**BG Orange**” was only delivered in July by Penglai Zhongbai Jinglu Shipbuilding, China. Owned by Nordic Hamburg Shipping she is long term chartered to BG Freight. She had come on BG Freights rotation from Rotterdam and would depart for Teesport the following day. *(Photo contributed)*





“Maersk Neston” at Trinity Terminal, Felixstowe on what’s believed to be her first call 6th September. She had come from Rotterdam and her next port would be Wilhelmshaven. She would then shuttle between there and Rotterdam for a while. Launched as **“Marianne Schulte”** for Bernhard Schulte she was completed in July 2001 as **“P&O Nedlloyd Acapulco”**. Her charter to P&O ended when P&O Nedlloyd was acquired by Maersk in 2005 and she was renamed **“Marianne Schulte”**. Maersk acquired her in 2016 and she gained her present name.
(Photos contributed)



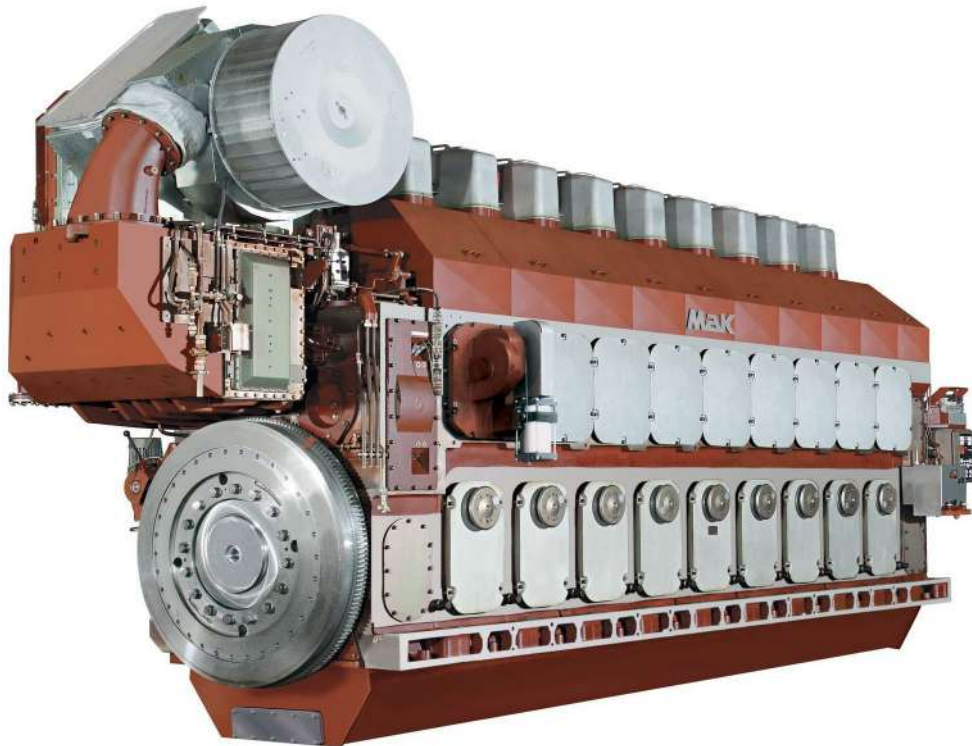


Now sailing for Wilhelmshaven on the 7th, evidence of the hard life in the container trades is all too obvious. (Photos contributed)





Managed from Drochtersen, Germany by United Shipping Companies, Barnkrug, “**Elbsun**” is owned by Elbdeich Reederei, the other two constituent companies of USC being Reederei Moje and Reederei Breuer. Operating for Unifeeder her next port calls would be Grangemouth, Rotterdam, Hamburg, Immingham, Szczecin, Gdynia and Immingham (again). Built in China she was completed by Fujian Mawei Shipbuilding in April 2012 as “**Morsum**” but had been launched as “**RBD Gabriela**”. In 2017 she was renamed “**Expansa**” by Dutch owners. Four years later she would be renamed “**Elbsun**” and placed under the Portuguese (Madeira) flag. She is powered by the very successful Caterpillar Mak M43C low emission engine seen below making her capable of 18 knots. (Photo contributed)





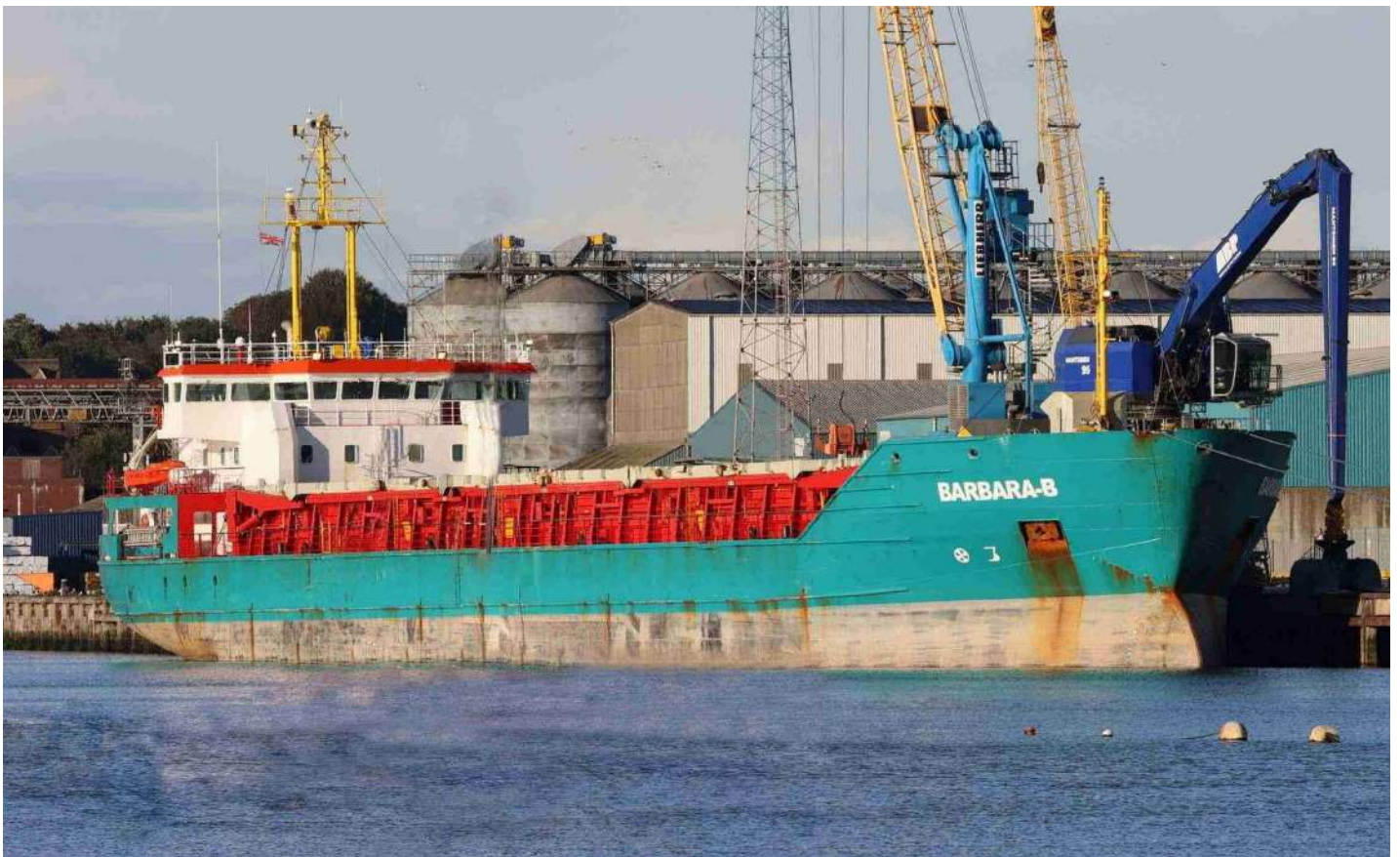
Outbound from Parkeston tanker jetty on 7th September “**Nordic Saga**”, she is currently trading around several ports in Norway. She was built for Denmark’s Clipper Group in 2007 by Dutch Shipyard, Volharding, Foxhol. In 2015 Clipper Group started to dispose of tankers and had completely left the tanker market by 2017. Her registered owner since being built has been BKR Tankers KS but she is commercially managed by MOL Chemical Tankers Europe AS based in Denmark. However her funnel mark reveals her ISM Manager to be John T. Essberger of Germany. She was renamed from her original “*Clipper Saga*” in 2013 she has always flown the Norwegian flag. *(Photos contributed)*





The faded red hull of **“Cap San Vincent”** at Felixstowe on 11th September which will be probably be replaced by Maersk Blue on her next dry docking. She was completed for Hamburg Sud in September 2015 by South Korean yard, Daewoo, Okpo. She has a thousand reefer plugs in her 10,600 TEU capacity. Built for Hamburg Sud’s Asia-South America East Coast Service, she now has a much different port schedule. Arriving at Felixstowe from Rotterdam on the 9th September she left for Bremerhaven on the 11th. She went direct to Tangier Med from the German port and is currently heading for Oman’s Salalah port via the Cape of Good Hope. *(Photos contributed)*





Possibly making her first visit to Ipswich under her current name, **“Barbara-B”** arrived at Ipswich on 11th September from Safi, Morocco. Her cargo was probably fertilizer a common cargo loaded at Safi. She left the following day for Rotterdam’s Botlek complex to load for Finnsnes, Norway. Built in Turkey by Don Cassens, Aksay, with material from Cassens, Emden. Completed in October 1997 as **“Termenik”** for Volga-Don Shipping, Taganrog, Russia. She moved to Rostar Shipping, Taganrog in 2005 and in 2008 they changed her name to **“Don 4”** and placed her under the flag of Malta. Equasis lists her name as **“Luka”** by 2015 but this is unconfirmed. By 2017 she was being managed from Belize by Ship Trade Ltd and renamed **“Moon Step”** although Russian involvement was still suspected. In 2019 her owner was NH Shipping of Germany with management by JEB Bereederungs and they changed her name to the current one in 2021. (Photo by David Hazell)

Below she can be seen on a previous visit to Ipswich as **“Moon Step”** on 7th July 2020.



(Photo by Martin Klingsick)

(18)



Arriving earlier in the day from Antwerp, “**SCI Delhi**” alongside Trinity Terminal, Felixstowe on 16th September. Built by Hyundai Samho in 2014 as “**Asiatic Summer**” for Nathan Shipping of Singapore and managed by Asiatic Lloyd. The following year she was chartered by United Arab Shipping Company (UASC) as “**UASC Zamzam**”. Her current owner is Deomar Schiffahrts and managed by D. Oltmann GMBH both of Germany although she flies the Liberian flag. She was renamed “**SCI Delhi**” in 2024 which suggests charter to the Shipping Corporation of India. She left Felixstowe on the 18th sailing direct to Nhava Sheva, India. *(Photos contributed)*





Basking in sunshine on her first call at Felixstowe on 16th September, “**CMA CGM Chopin**” looks to have been recently dry docked. She left for Hamburg, Rotterdam and Antwerp on the following day. Built to Samsung’s Ship Design 5500, in 2004 by Samsung, Koje. She has a MAN-B&W diesel built under licence by Hyundai and is capable of 24.5 knots.(Photos contributed)





Heading for Antwerp on 17th September as she leaves Felixstowe, **“MOL Endowment”** had arrived from Tangier Med the previous day. Her Ocean Network Express (ONE) schedule will take her from Antwerp to Rotterdam, Hamburg, Marsaxlokk (Malta) Piraeus, Istanbul, Gebze, Gemlik, Aliaga, Salerno and Tangier. She should be back at Felixstowe on 28th October. Built for Mitsui OSK Line in 2007 by Hyundai, Ulsan Mitsui is now part of the ONE alliance with Nippon Yusen Kaisa (NYK) and Kawasaki’s Kline. *(Photos by Derek Sands)*





Arriving on a Unifeeder service from Rotterdam on 17th September “Munksund” heads for Trinity terminal Felixstowe. Built for Buss shipping of Germany by Fujian Mawei, Fuzhou. Launched as “Celtic” she was completed as “Corsar” in May 2012. In 2016 she became “SCA Munksund” and just “Munksund” in 2020. (Photos contributed)



Departing Felixstowe on the 19th for Muuga, Estonia with a good load of mainly empty containers indicated by her draft ! (Photo by Mick Warrick)



Turning into the harbour bound for Ipswich on 20th September is “**Balat**” arriving from Dumyat (Damietta), Egypt. Her cargo is Fertilizer which will be discharged over several days at Cliff Quay. Although flying the flag of Panama she is owned in Turkey by Balat Shipping and managed by CVS Denizcilik Sanayi Ticaret Ltd of Istanbul. Built in China by Taizhou Haibin, Taizhou and completed in January 20066 as “**Vesta**”. She became “**Hatice Cavusoglu**” in 2014 and “**Balat**” two years later, she has always been Turkish owned.
(Photos contributed)





A ground level view as she passes Felixstowe's viewpoint. *(Photos by David Hazell)*





Now alongside Cliff Quay's 500ft berth and preparing to discharge. *(Photo contributed)*

Below she can be seen from ground level with "RDJ Waalstroom" astern of her. *(Photo by Mick Warrick)*





Only completed in May this year by Bodewes International Shipbuilding, Hoogezand. “**Unden**”, making her first visit to Ipswich. Seen alongside the Old Power Station berth on 20th September, she had arrived the previous day in ballast from Sheerness. She would not leave until the 24th, bound for Karlshamn in Sweden. Owned in Germany by Roerd Braren of Kollmar, she is long term chartered to Ahlmark Lines AB of Karlstad, Sweden. (Photos contributed)





Arriving in less than ideal conditions for photography is BG Freight Charter, “**Aurora**” on 21st September. She is arriving from Rotterdam and would depart for the Tyne later the same day. Launched in June she was completed in August 2001 by J.J. Sietas, Neuenfelde, Hamburg. Her German owners have retained her name since launch despite many charters. *(Photos contributed)*





Emerging out of the murk on 21st September bound for Ipswich, “**Fuldaborg**” has come from the Algerian port of Arzew. The cargo is almost certainly Fertilizer and she has a deep draft requiring assistance from two tugs for berthing. Ferus Smit, Leer, Germany were her builders and they completed her in June 2012 for Wagenborg of Delfzijl. (Photos contributed)





“**Santa Ursula**” sets off from Felixstowe for Morocco’s Tanger Med port on 24th September. She had come from China via Rotterdam and Gdansk arriving at Felixstowe very light on 19th September. She looks to have a full deck cargo of empties now. She entered service in March 2012 when handed over to Hamburg Sud by her builders Daewoo, Okpo. Maersk acquired Hamburg Sud in March 2017 for 3.7 Billion, so this livery will soon disappear from the oceans. Hamburg Sud was founded in 1871 and was formerly part of Germany’s Oetker group.
(Photos by Derek Sands)





We think this is the first visit to Felixstowe by “**Conmar Najade**” under her current name. She is arriving from Rotterdam on a Unifeeder Service on 25th September. After a sixteen hour stay she departed for Grangemouth. Owned by Conmar Shipping of Jork, she was built in China by Fujian Mawei Shipbuilding being completed in March 2007 as “**RBD Constantia**” under the German flag. Three months later she hoisted the UK flag although still owned in Germany as “**DS Blue Ocean**”. Next came the flag of Liberia in 2011 and she was renamed “**Conmar Najade**” in 2019. She was chartered out for a route from Lisbon to Madeira in 2020 as “**Isla Da Madeira**”. When this ended in 2024 she regained the name “**Conmar Najade**”. (Photos contributed)



Another Tug arrives to help out



Clyde Maritime of Greenock's latest tug "**CMS Thunderer**" arriving at Felixstowe on 12th September. Her stay was a short one just two or three days, before she departed for Southampton. She is currently working in the Southampton Fawley area. She was built in China by Damen, Changde in November 2023. Shipped to Europe on board heavy load vessel "**UHL Fast**" she arrived at Rotterdam for final commissioning work on 7th February. Her Caterpillar main engine is of 5168 HP and she is equipped for fire fighting. (Photos by David Hazell)



New ship for Mann Lines

Despite rumours (for the umpteenth time) in local papers that Harwich Navyard Wharf will be redeveloped for residential use. Mann Lines are going to upgrade their service from the wharf to Germany, Estonia and Finland. A new vessel built in Italy by Visentini, Donada, near Venice, will be longer than the present one and will be time chartered starting in 2025.



Jack up arrives to begin work off Sizewell



Alongside Parkeston Quay on 4th September is French tug “**TSM Kermor**”, she had brought the jack up from Great Yarmouth. Built for her owners Coros (Compagnie Remorquage Offshore Services) of Rouen in 2014 by Neptune Marine, Hardinxveld, Netherlands. *(Photo contributed)*



Jack up “**Excalibur**” alongside Parkeston Quay on 4th September. She is the largest jack up in the Fugro fleet capable of working in depths of forty metres. She was refurbished in 2018 having been built in 1978 by HDW Kiel. *(Photo by Derek Sands)*



Three superb evening views as “**TSM Kermor**” takes “**Excaliber**” to her work area off Sizewell on 7th September. *(Photos contributed)*





Below is her position off Sizewell on 12th September and she is still in this position on 26th September.

 A screenshot of a vessel tracking application. On the left, there is a sidebar with a photo of the EXCALIBUR platform and various data fields. The main area shows a map of the coast of the United Kingdom, with the EXCALIBUR platform marked as a blue dot off the coast of Sizewell. Other nearby locations like Sizewell Beach and Harwich are also labeled.

EXCALIBUR Platform		
Harwich, United Kingdom (UK)		
ETA: -		
Speed: 0.0 kn	Course: 32.8°	Draught: 4.3 m (max 2.7)
Status: Restricted	Last report: Sep 12, 2024 06:47 UTC	
Parkeston Quay, United Kingdom (UK)		
ATD: Sep 07, 04:43 UTC (5 days ago)		
PORT CALLS		
WEATHER		
VESSEL PARTICULARS		
Gross Tonnage: 2390	Built: 1978	IMC: 8763282
Deadweight: 433	Size: 58 / 32 m	MMSI: 576152000
ADD NOTE		



Proceeding past Harwich inbound for Parkeston Quay on 10th September is cable repair vessel “**Curo**”. Converted from an existing anchored barge “**NP-459**” into this multipurpose vessel by Neptune Marine Services, Hardinxveld-Giessendam she was commissioned in June 2024. She left Parkeston Quay on 22nd September and has been working ever since in the area of the Inner Sunk Anchorage. *(Photos by Alex Dace)*



What's in a Name?

Coming from the Far East to arrive at Felixstowe is the oddly named **“The Whale Orca”** seen below.



This general cargo vessel spends a lot of her time in the container trades working for a company that specialises in carrying fifty three foot containers. These are used in the American market as they are far to big for the UK roads and would not be able to be delivered to warehouses etc. The ship is owned in Germany by Whale Orca GMBH and management is by Marlow Shipping, Germany. Built in China by Zhejiang Ouhua Shipbuilding and completed in October 2009 as **“Medamur”**. The same years she was renamed **“Lisbon Trader”** and in 2018 this was shortened by removing the last r of the name. 2019 saw her trading as **“Chipol Baoan”** before getting her current name in 2024. (Photos by David Hazell)





Now seen from the Harwich side as she turns off the berth before going alongside. (Photos by Alex Dace)



Lastly some aerial views of her arriving and alongside and leaving on the 12th for Hamburg, Antwerp and Banana in DR Congo. (All photos contributed)





Brightlingsea Shipping



“**Arctica Hav**” arriving on her latest visit to Olivers wharf on 16th September. She had arrived off the port on the 10th but after experiencing heavy weather she had missed the spring tides and was “neaped” due to her draft for six days. Turned around swiftly she left the following day for Amsterdam, where she loaded for Plymouth. One of a long series of similar ships built by Hugo Peters, Wewelsfleth she was delivered in April 1984 as “**Hansa**”. In 1989 she was “**Pinguin**”, and “**Union Venus**” in 1995. Hav Bulk acquired her in 2003 and she has served them well ever since. (Photos by Derek Sands)





“**Wilson Tees**” waiting to depart Olivers wharf for Leixoes with a cargo of scrap metal on 21st September. She had arrived in ballast from Boston, Lincolnshire on the previous day. Built for Love Shipping of Malta as “**Northern Lurnes**” by Slovenske Lodenice, Komarno in 1997. The name suggest a connection with Kristian Jebsen of Norway, but also there was possibly Russian interests involved. She was renamed “**Wilson Tees**” for Short Sea Shipping of Valletta in 2002. Wilson Shipowning became owners in 2004. (Photos by Derek Sands)





Mistley Shipping



Mistley regular “**Allora**” makes her latest call on the 15th September, with more bricks from Aalst.

Below she departs on the 17th for Dagenham to load for Rouen.

(Photos by Steve Cone)





A quick return to Mistley by **"Paulin-B"**, this time she has come from the Dutch port of Eemshaven. Her cargo of over 2,000 tonnes of bottom ash will be used in the construction industry. Below she can be seen sailing for Hamburg on the 19th. (Photos by Steve Cone)





Seen outbound in the River Stour as she is about to pass Harwich's Ha'penny pier and the ship photographers gathered there! Built in the Netherlands by Peters, Kampen in 1995 as "**Laurina-Neeltje**" for Dutch owner, Gersom. In 2002 she went to Zuidhinder Shipping still under the Dutch flag as "**Laurina**". Carisbrooke Shipping (Holland) acquired her in 2005 as "**Stina**" but a year later she was "**Noest**" for Noest Shipping. She finally relinquished the Dutch flag in 2021 when she hoisted the one of Germany when acquired by JEB Bereederungs of Elsfleth and was give her current name. *(Photo by Alex Dace)*



(Photo by Derek Sands) (46)

Dredging



By Now **"Barney"** is an extremely well known vessel in the harbour. She arrived for her latest stint on around the 27th August to carry out agitation dredging until further notice and is seen here on the 30th. She was built in Poland by Safe Shipyard, Gdynia in 2015. *(Photo by David Hazell)*



Seen from the Harwich to Hook of Holland Ferry on 4th September. *(Photo by Derek Sands)*

Work/repair vessel for the Gabbard Windfarms



Arriving from her last port of Cuxhaven, “**Rem Energy**” passes Felixstowe’s viewpoint on 20th September inbound for Parkeston Quay. Built in 2021 in Turkey and outfitted in Norway for Rem Energy AS of Fosnavaag, she flies the Norwegian flag. (Photos by David Hazell)





Looking very impressive in these aerial photos. *(Photos contributed)*

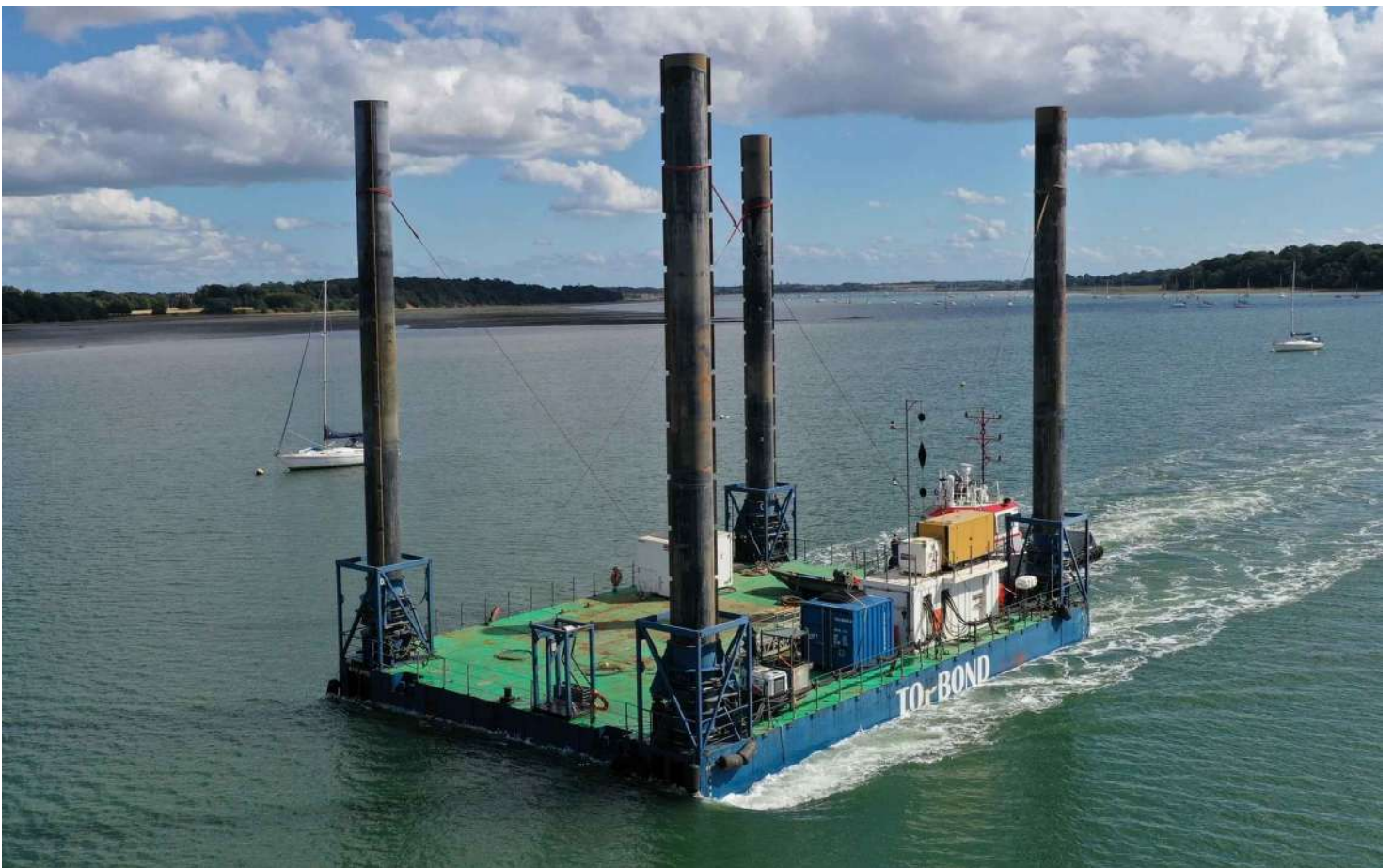




Now passing Harwich inbound on the same day and seen from a high vantage point. *(Photo by Alex Dace)*



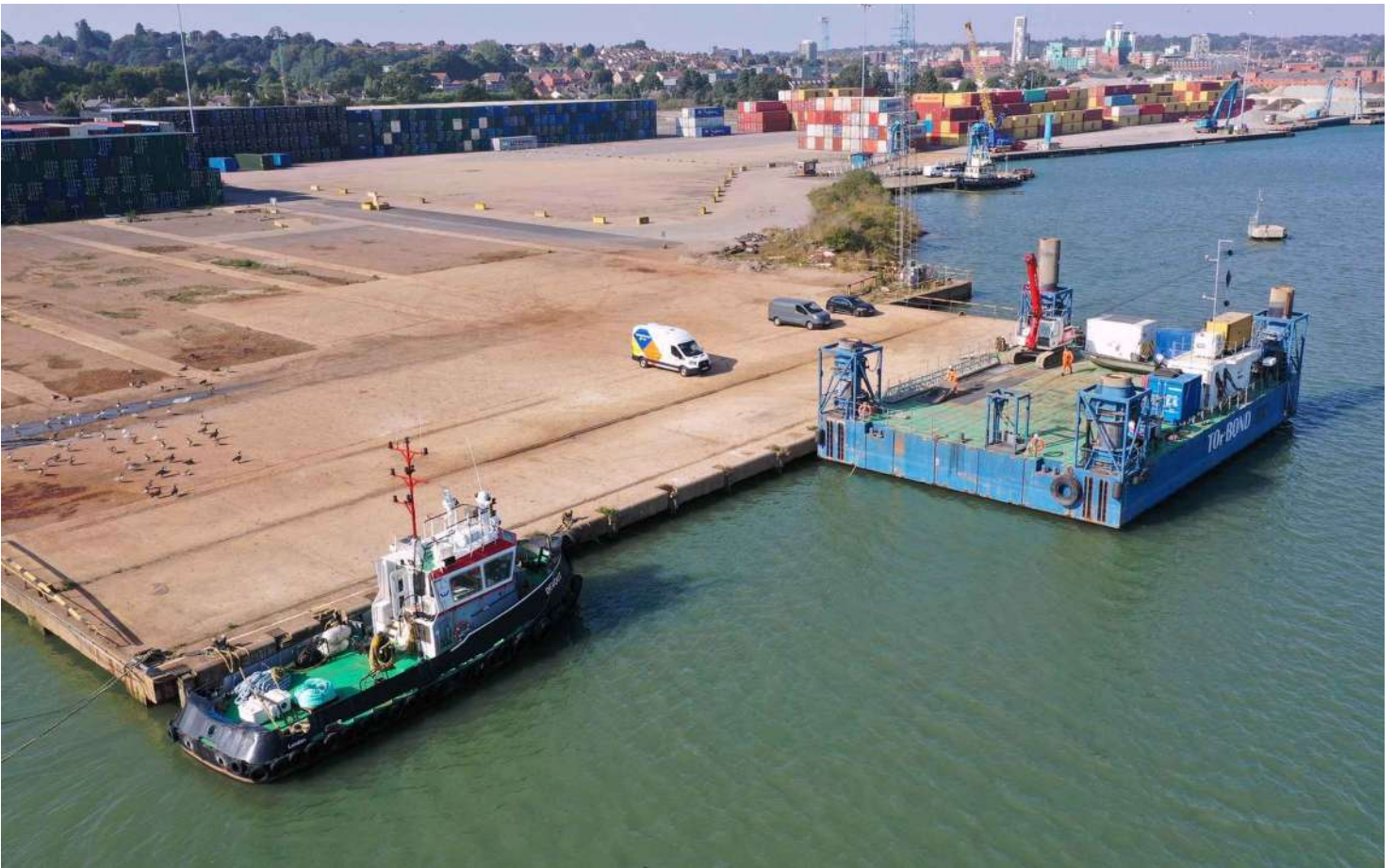
Outbound on the 21st for the wind farms, she anchored at Bawdsey on the 27th and moved to the Gabbard wind farms on 28th. She is expected to call again at Parkeston soon. *(Photo by Alex Dace)*



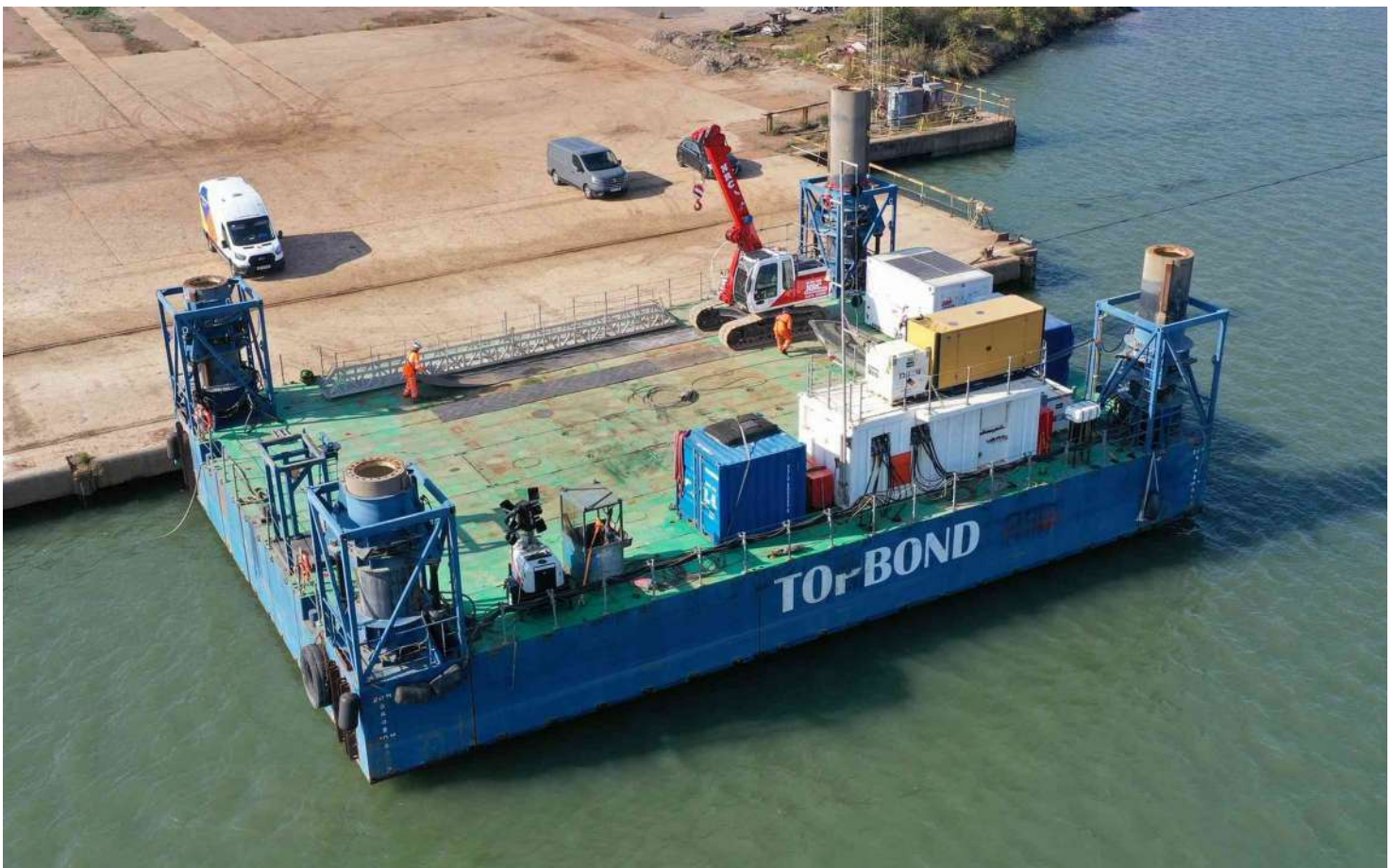
Topbond Marine Service's **"Topjack"** being propelled up the River Orwell on 13th September.
(Photo contributed)



The tug providing the motive power is Thamescraft's **"Devout"**. She was built in China by Damen Changde Shipyard in 2009. (Photo contributed)



Loading equipment to be used in gully clearing on the Orwell bridge. The old Cast berth at West Bank has now been completely cleared and has a large area of standage behind. Lets hope the port put it to good use in future.
(Photos contributed)



Blast from the Past



Taken when construction work at Harwich Navyard Wharf was still ongoing in 1966. Wallenius "bow loader" "**Don Carlos**" is working cargo at number 4 berth. Numerous new vehicles on the berth are likely to be export cargo. The ship was only a few months old having been completed in October 1965 by Ekensberg Varf, Stockholm, for Wallenius of Sweden. She moved to the Norwegian flag in 1973 as "**Nopal Sand**" for Nils H. Sand of Oslo. Four years later she hoisted the flag of Nicaragua as "**Carla**" but by 1979 she was under the flag of the Cayman Islands for Trafford Holdings without a change of name. Just a year later she was back under the Nicaraguan flag as "**Aracely**" for Naviera Nicaraguense, who traded her for eight years. She was sold to Panama flag owners in 1988 as "**Aries Navigator**" and in 1990 she was under the flag of Belize as "**Rosemere**". Next in 1992 still under the same flag she was rename "**Bayside**" and her final name under the Belize flag was "**Sea Mist II**" in 1995. She met her end on 25th May 2001 when she was scuttled off Florida. (Photo kindly sent in by Nigel Scutt of Fotoflite with generous permission to use.)

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Approaching the swinging ground prior to leaving Ipswich on 26th March 1992. “**Marystan**” was completed in the Netherlands in April 1963 by Bodewes, Martenshoek for Beck’s Scheepvaartkantoor, Groningen as “**Victress**”. Powered by a six cylinder, two stroke Brons of 360bhp, she could manage 10 knots. Beck’s sold her in 1981 to Hibbert Shipping of London and she hoisted the British flag as “**Thamwell**”. She remained under the British flag in 1988 when sold to Trevennan Shipping of Falmouth and was renamed “**Maenporth**”. Just two years later she went to Fleetminster Ltd, Colchester (Uniconnection Shipping as agents) and was placed under the Honduras flag as “**Marystan**”. In May 1992 she was laid up at Charlestown for sale and subsequently acquired by Capt. S.R. Donaldson for onward sale to the Caribbean. She sailed from Plymouth on 20th October for Demerara. 2005 she was laid up in Demerara after running between Demerara and Port of Spain from 1992 to 1995. She was deleted on 20th August 2012 as her existence was in doubt. (Photo by Derek Sands)



Seen berthed at Ipswich on 7th March 1989 is French tanker **“Port-Tudy”**. Built in Scotland at Leith by Robb Caledon in 1970 for Soc d’Armenment Fluvial et Maritime (Soflumar) who registered her in Dunkirk. In 1987 owners were restyled as Soflumar Van Ommeren France SA. In 1994 she moved to the Maltese flag as **“Possidonia”** for Possidonia Maritime. Three years later still under Maltese registration she was renamed **“Ocean Challenger”** by Challenger Marine. She retained that name when she hoisted the Nigerian flag and went to Al-Dawood Shipping of Lagos. She is still listed in Equasis but there are no recent movement reports on AIS.
(Photo by Mick Warrick)

Newsletter compiled by Derek Sands and proofed by Geraldine Sands.

With thanks to David Hazell for his many contributions.

Also thanks to the following: Mick Warrick, Steve Cone, Alex Dace, Ian Clarke, Martin Klingsick, Nigel Scutt (Fotoflite) and Jim Griffiths (Uniconnection Shipping) apologies if I have missed anyone.

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
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