

# WORLD SHIP SOCIETY HAVEN PORTS BRANCH NEWSLETTER

SEPTEMBER 2024



*(Photo by Steve Cone)*

**Don't forget the branch AGM which will be held at Felixstowe Museum (next to Landguard Fort) on 14<sup>th</sup> November at 7.30pm.**

## Recent Callers



**“BF Perch”** arrives from Hamburg on 24<sup>th</sup> July on a Unifeeder schedule, to load for Alexandria.  
(Photos contributed)



Now passing Felixstowe's viewing area, she was built in China by Zhejiang Ouhua, Zhoushan in 2007 as "**Warnow Perch**" for German owners. She got her present name in 2021 when ownership transferred to another German company BF Schiffahrts (Reederei Foroohari). She flies the Antigua and Barbuda flag. (Photos by David Hazell)



Now outbound on 26<sup>th</sup> July with what looks like a cargo of empty containers. She is currently shuttling between Port Said and Thessaloniki, Greece. (Photo by Derek Sands)





**“4-Winds”** enters the harbour on 26<sup>th</sup> July, inbound from Ijmuiden for Harwich, Navyard Wharf. She would stay only a few hours before leaving for a survey area north east of the East Anglia One wind farm.  
*(Photos contributed)*





Now seen passing the viewing area at Felixstowe. She was built in 2012 by Fujian Southeast Shipyard, Fuzhou as “*Vos Sweet*” for Vroon Offshore. Vroon ran into financial difficulty and she was sold to Rederij Groen BV of ‘s-Gravenhage, Netherlands in October 2023. *(Photo by David Hazell)*

Below she can be seen alongside Navyard Wharf. *(Photo by Derek Sands)*





Outbound in the mouth of the River Orwell, after her second recent visit is **“Kalkvik”** on 26<sup>th</sup> July. She arrived from Skipavik-Gulen on the 25<sup>th</sup> and is heading for Norway again and the port of Verdal. Her details are in last month’s newsletter. (Photo by Derek Sands)



Entering the harbour for her first visit **“MSC Julia R”** on 27<sup>th</sup> July. She has come from Antwerp and would leave two days later for Le Havre. Launched as **“Santa Romana”** for Claus-Peter Offen, by Samsung, Koje in 2002. She was immediately chartered as **“P&O Nedlloyd Palliser”** becoming **“Maersk Damascus”** in 2006 (6)

when Maersk acquired P&O Nedlloyd. Off charter in 2010 she took her launch name before MSC acquired her in 2014 under her current name. (Photos contributed)



Replacing “**Acacia Seaways**” which has switched to the Immingham route, “**Belgia Seaways**” is alongside RoRo 4 at Felixstowe on 28<sup>th</sup> July. Her arrival and sailing times so far are in darkness, so an underway shot is not possible yet. Built by Flender Werft, Lubeck as “**Schieborg**” for Wagenborg, she was acquired by DFDS in 2019. She is a sister to the “**Somerset**” which spent a long time on charter to Stena on the Harwich-Europort route. (Photo contributed)



On duty as bow tug for the arrival of “**MSC Aaya**” 28<sup>th</sup> July is “**Svitzer Madeleine**”. She arrived from her South Wales base on 15<sup>th</sup> July to boost tug numbers at Felixstowe. She was launched in August 1995 by Polocna, Gdansk and completed in July 1996 by Damen Gorinchem as “**Lady Madeleine**”. She was renamed “**Svitzer Madeleine**” in 2008, and has visited Felixstowe previously in January 2017. She has worked in many of the country’s ports including, London, Southampton, Portsmouth, on the Tyne and at Bristol too, before more recently being based in South Wales. *(Photo contributed)*

Below she is seen getting ready to take the bow rope of “**MSC Aaya**”. *(Photo by Derek Sands)*







Yet another first time MSC caller is “**MSC Aaya**” a product of Hyundai Heavy Industries, Ulsan in December 2022. Arriving on 28<sup>th</sup> July with a 16 metre draft direct from the Far East, with her last port being Malaysia’s Tanjung Pelepas. She would depart for Antwerp on the 30<sup>th</sup> July. *(Photos contributed)*





Making her first call in Ipswich under her new name, and seen here alongside Cliff Quay on 30<sup>th</sup> July, now **“Vertom Isa”** she is more familiar in the Haven Ports under her previous name of **“Wilson Almeria”**. Completed by the prolific Slovakian yard of Slovenske Lodenice, Komarno in October 2010 for charter to Wilson from her owner Bojen Schiffahrts, her ownership was restyled Vertom-Bojen in 2016 and she was renamed more recently in November 2023. She had arrived from Rostock on the 27<sup>th</sup> July and would sail for the Steenbank pilot station off the Belgian coast. *(Photo contributed)*



With her stern visible in the previous photo **“Arklow Valour”** is unloading cement from Bilbao at number one shed, Cliff Quay. She arrived earlier in the day and would reload for the Spanish port of Marin and depart on 2<sup>nd</sup> August. One of a series built by Royal Bodewes, Hoogezand, she was completed in January 2017. (10)



Only renamed in January 2024 “**Ernst Hagedorn**” replaced a previous vessel of the same name in the managed fleet of GBS-Shipmanagement of Stade. Yet another product of Slovenske Lodenice, Komarno who completed her as “**Antares**” in December 1995. Soon chartered to RMS who added their prefix to her name in the same year. In 1999 the charter ended and she regained her first name. She went to Portuguese owners in 2005 as “**Tomar**”. The Belgian flag was hoisted in 2016 as “**Maremka**” and after six years she reverted to the German flag with her current name. Spending just a day at Ipswich as she arrived from Rotterdam on 30<sup>th</sup> July and left for Amsterdam the following. *(Photos contributed)*





One of four sisters built in Viana do Castelo, Portugal for compatriot owners, “**Salar**” was originally named “**Port Vouga**” when completed in 1989. After only four years service she was sold to German owners as “**Borkum**” and just two years later to Latvian owners as “**Lady Greta**”. 2004 saw her purchased by Erwin Strahlmann as “**Holstentor**” and she switched to Astramar Transport, Riga, Latvia as “**Salar**”. She had in fact come from Riga arriving on the 29<sup>th</sup> July and after discharge sailed to Ghent on the 30<sup>th</sup>. (*Photos contributed*)



She looks well for her thirty five years, a testament to her builders with no deficiencies at her last inspection in July.



She has made several visits to Felixstowe, now this being “**MSC Amsterdam’s**” latest on 2<sup>nd</sup> August. She would not depart for Rotterdam from berth nine until the 7<sup>th</sup>. Le Havre and Tanger Med were then called at before she headed via the Cape of Good Hope direct to Hong Kong. She joined the MSC fleet in 2015 when STX Offshore and Shipbuilding of Jinhae, South Korea handed her over in April. *(Photo contributed)*



Looking impressive at number eight berth Felixstowe on 2<sup>nd</sup> August is “**Ever Arm**”. One of six of the series to be built in South Korea by Samsung she was delivered in March 2022. Two more have been built by Chinese yards Jiangnan Shipyard and five more so far by Hudong-Zhonghua. Having arrived from Rotterdam on 30<sup>th</sup> July she sailed later on the 2<sup>nd</sup> for Hamburg, Rotterdam and Colombo, Sri Lanka. *(Photo contributed)*



Passing Felixstowe's eight and nine berths on 2<sup>nd</sup> August outbound from Ipswich to Marin, "Arklow Valour" her details are on page ten of the newsletter. *(Photos contributed)*





“**Cosco Antwerp**” entering the harbour on 2<sup>nd</sup> August inbound for Felixstowe from Salerno. Looking better in the blue livery now being adopted for the COSCO fleet from the dull grey worn previously. Nantong COSCO KHI were her builders in 2001. Leaving Felixstowe on the 3<sup>rd</sup> for Rotterdam, Hamburg, Antwerp, and Piraeus, she arrived in Mersin, Turkey on 24<sup>th</sup> August. *(Photos contributed)*





Outbound in the harbour after leaving Ipswich “GT Auriga” is heading for the Scottish port of Montrose on 2<sup>nd</sup> August. She had arrived from Gdansk on the 31<sup>st</sup> July. Built in Budapest by Ganz Danubias as “Marie Chris” for German owners in 1993. Her name rapidly became “Lys-Chris” for Ecomar Shipping in the same year. Held and Co. acquired her in 2007 as “Elbetal” and she moved to Latvian ownership the following year as “Astra” of Astramar transport of Riga. They changed her name to the current one in 2021. (Photos contributed)







Geared container ships are not common in Felixstowe, so nice to see “**Max Schulte**” arriving on 4<sup>th</sup> August on charter to MSC. She would sail the following day for Antwerp, Hamburg and Bremerhaven, before crossing the Atlantic for Veracruz, Mexico. Built in China by the Yangfang Group, Zhoushan in 2015 for Bernhard Schulte. *(Photos contributed)*



Seen below from terra firma as she passes Felixstowe's viewing area. (Photos by David Hazell)





Familiar to some under her previous name of **“Marian R”** and now under the Marshall Islands flag, is **“Eleni K”**. She arrived at Ipswich from Drogheda on the 3<sup>rd</sup> August and is seen here waiting to load for Hull on the following day. She would sail on the 6<sup>th</sup> for the Yorkshire port. Launched as **“Theda”** she was completed by Israel Shipyard, Haifa as **“Blue Carmel”**, becoming **“Calobra”** in 2016 and **“Marian R”** in 2021, her latest name change coming in October 2023. *(Photos contributed)*





Seen sailing for Bremerhaven on the 5<sup>th</sup> of August is “**MSC Catherine VI**”. Samsung, Koje delivered her in September 2001 to Japan’s NYK as “**NYK Lodestar**”. In 2018 she was renamed just “**Lodestar**” by Danaos Shipping of Greece. This was soon changed in the same year to “**Catherine C**” and a charter to MSC who acquired her in 2022. *(Photos contributed)*





Passing through the harbour outbound from Ipswich is the aggregate dredger “**Victor Horta**”. She had self discharged her load of sea dredged aggregate earlier on the 5<sup>th</sup> August at West Bank, Ipswich. Built for Belgium’s DEME Group in 2011 by IHC Holland dredger, Kinderdijk. *(Photos contributed)*





After laying at anchor for a period “**Qingdao Star**” enters the harbour to load empties for Ningbo, China on 6<sup>th</sup> August. The 4,253 TEU vessel is on charter to Maersk from her Greek owners and will trade on the Chinese coast until at least October 24<sup>th</sup>. She was built as “**Zim Qingdao**” by Dalian Shipbuilding, China in 2006, taking her current name in 2023. *(Photos contributed)*





“**Maersk Guatemala**” at Trinity Terminal, Felixstowe on 6<sup>th</sup> August. Originally sporting the Maersk blue hull when built in 2015 for Seaspan Corp, and long term chartered to Maersk, the hull colour was changed sometime in 2020. Her builders Jiangsu Yangzi Xinfu, Jingjiang completed her in September 2015. *(Photo contributing)*



Container feeders like “**Spirit**” play a vital part in onward distribution of containers from hub ports like Felixstowe. Seen here on 6<sup>th</sup> August her next port on her Unifeeder schedule would be Grangemouth. Her current Dutch owner Visser Shipping of Sneek, acquired her in 2015. Launched by Aker, Tulcea in Romania she was completed as “**Merwedestroom**” by All Ships Outfitting, Krimpen, Netherlands in October 2005. She became “**Hanse Spirit**” in 2007 before moving from her then German owners in 2015. *(Photo contributed)* (23)



Arriving from the German port of Viewrow on 5<sup>th</sup> August, probably with a wheat cargo, **“Elenora”** is seen at Ipswich the following day. Built in Spain by Gondan, Castropol in 2000 for Portuguese owners as **“Beza”**, she went to Dublin Bulk as **“Avoca”** in 2018. A change of name to her current one came in 2021, but she is still managed by Dublin Bulk as evidenced by her funnel design. *(Photos contributed)*







Having moved berths “**Eleni K**” is seen here alongside the Old Power Station berth fully loaded and waiting to depart on 6<sup>th</sup> August. *(Photo contributed)*



Seen alongside Cliff Quay, Ipswich on 6<sup>th</sup> August, “**Niklas**” had arrived from Rostock the previous day. A well recognised type built in Slovakia by Slovenske Lodenice, Komarno in 2010, chartered to Wilson in 2013 as “**Wilson Larvik**” by her German owners. The following year she became “**Niklas**” but now under the management of Hermann Lohmann of Haren/Ems. *(Photo contributed)*



Heading for Parkeston Tanker Jetty on 7<sup>th</sup> August is **“Beethoven”** inbound from Antwerp. She would load for Ghent and depart the following day. Built for Turkish owner Besiktas as **“Besiktas Galata”** in 2009 by their own shipyard at Altinova. GEFO of Germany acquired her in 2018 and renamed her. *(Photos contributed)*





Owned in the Netherlands “**Coolwater**” is managed by GEFO of Germany, and is seen here passing Felixstowe’s viewing area on 9<sup>th</sup> August. She is heading for Parkeston Tanker Jetty having come from Le Havre. After loading she left the next day for Grays on the Thames. Launched by Eregli Gemi, Turkey in August 2007, she was completed by Breko, Papendrecht in the following July. *(Photos by Mick Warrick)*





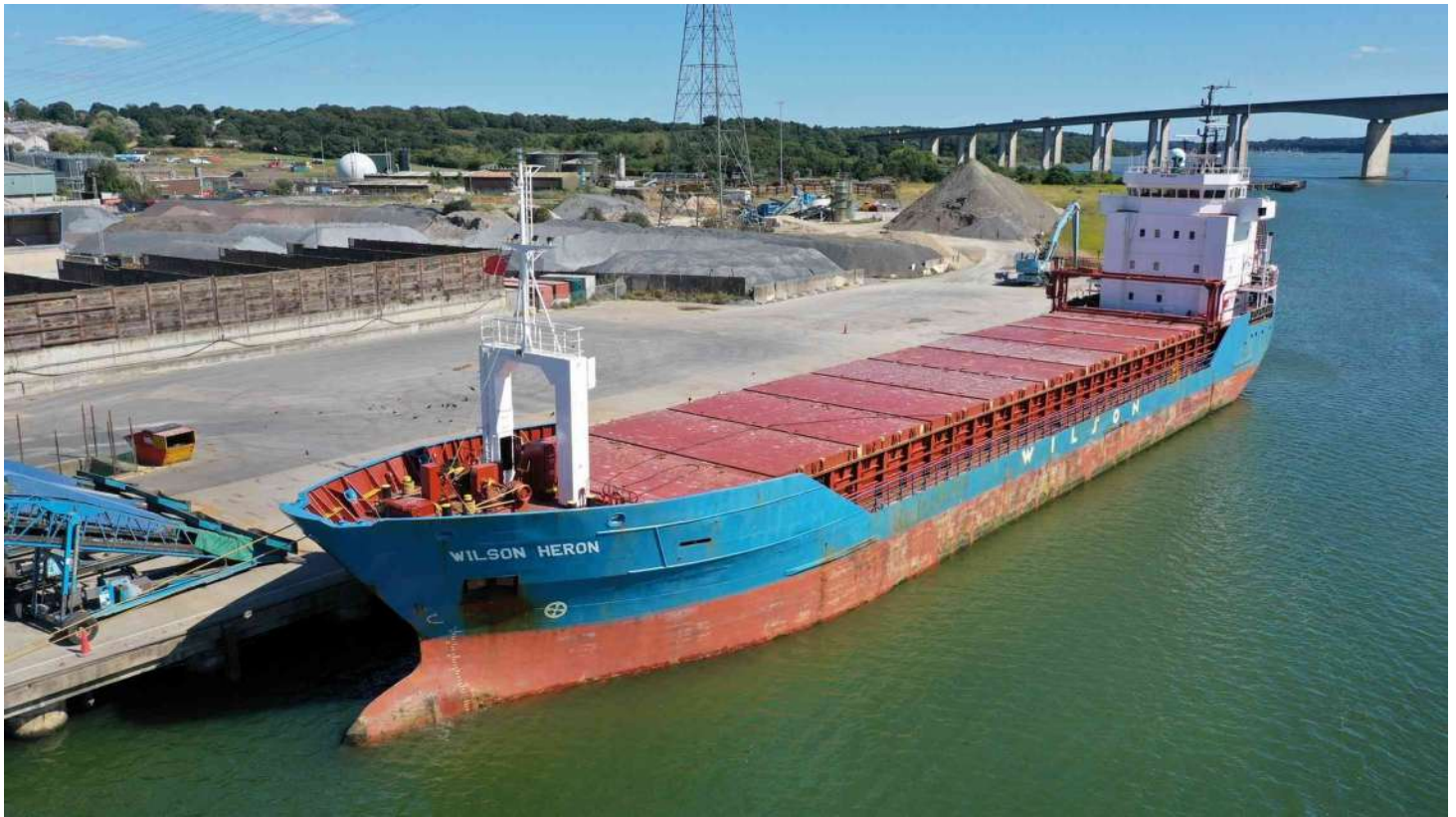
Now seen proceeding past Harwich en route for the berth, she will be assisted alongside by “Gray Test”.  
(Photos by Derek Sands)





Making a splendid sight as she forges up the River Orwell to Ipswich on 9<sup>th</sup> August “**Sunnanhav**” has come from Norway’s Skipavik-Gulen with a stone cargo. After self discharge she left the next day for the same port, returning again to Ipswich on the 16<sup>th</sup> and leaving for Calais the day after. Built by Ferus Smit at Leer for Erik Thun AB of Lindkoping, Sweden in 2006. Initially flying the Norwegian flag, she hoisted the flag of the Faroe Islands in 2010. *(Photos contributed)*





Fully discharged and waiting to leave Ipswich on 9<sup>th</sup> August, “**Wilson Heron**” had arrived from Rotterdam on the 7<sup>th</sup>. Her next port would be Antwerp and she is currently in Mo I Rana, Norway. Launched as “**Ilka**” by Pattje, Waterhuizen in October 1994 she was completed the following month as “**Garmo**” a traditional Wilson name. She was renamed in 2008 to fit with Wilson’s current naming scheme. *(Photos contributed)*





Discharge is nearing completion of her fertiliser cargo at Ipswich's 500ft berth on 9<sup>th</sup> August. "Gannet S" had arrived from Abu Qir, Egypt on the 5<sup>th</sup>. She would leave on the 10<sup>th</sup> for Murmansk, Russia. Built in Japan by Shin Kochi Jyuko as "Oriental Vega" in 2007, she became "Stellar Pacific" in 2016, before hoisting the Liberian flag under Turkish owners as "Gannet S" in 2022. (Photos contributed)

Now outbound on the 10<sup>th</sup>.





Inbound from Rotterdam with a full cargo for Parkeston's tank farm, "**John Augustus Essberger**" passes Harwich on 10<sup>th</sup> August. The fifth ship in Essberger's fleet to carry this name she was built in Turkey by Tuzla Gemi as "**Blue Garnet**", Essberger acquired her in 2017. She left for Rotterdam the following day.  
*(Photos by Derek Sands)*







Arriving for what's believed to be the first time since the fitting of her exhaust scrubber, which is can be seen on her port side **"YM Evolution"** is on the NEX North Europe-East Med Express service. Ports in Turkey, Egypt and Greece are served from Felixstowe, Hamburg and other European ports. She was built in Taiwan by China Shipbuilding Corp, Kaohsiung in 2014 for Yang Ming Line. Seen here on 10<sup>th</sup> August arriving from Salerno, she departed next day for Rotterdam. *(Photos contributed)*





The fading light enhances the arrival of first time caller “**MSC Maura**” on the 10<sup>th</sup> August. Built for owners Seaspan Corp by Jiangsu Yangzi Xinfu she was completed for long term charter to MSC in June 2024. She departed for Hamburg on the 12<sup>th</sup>. *(Photos contributed)*





Discharging her cargo of sea dredged aggregate without actually berthing at Ipswich “**Reimerswaal**” is seen delivering her cargo direct to the area where it will be stored on 12<sup>th</sup> August. She left the same day for Vlissingen probably via the dredging grounds. Owned in the Netherlands and registered at Goes in Zeeland she was launched by STX OSV Braila, Romania in September 2011 and completed the following October by Gebr. Kooiman, Zwijndrecht. *(Photos contributed)*





Having arrived two days earlier from Hamburg “Vesper” is seen at Cliff Quay, Ipswich on 12<sup>th</sup> August, making her first call under this name. Her registered owner Casper Chartering are based at Immingham and she is registered in Douglas, Isle of Man. Her hull came from Estonian builder BLRT Tallinn and she was completed in the Netherlands by Damen, Bergum in May 2006 as “Musketier”. Her name changed to “Atlas” in 2023 when acquired by Arundo AS, and she moved to Casper in 2024. *(Photos contributed)*





Discharge is in full swing on “**Misje Verde**” 12<sup>th</sup> August at Ipswich. She had arrived from Belfast with a stone cargo the previous day. One of a series of Eco ships built by Colombo Dockyard, Sri Lanka, she entered service in April 2023. *(Photo by Mick Warrick)*

Below, she seems empty now and would sail for Amsterdam on the 13<sup>th</sup>. *(Photo contributed)*





Alongside West Bank, Ipswich is “**Georgios Alexios**” on the 13<sup>th</sup> August. Familiar in the Haven Ports under her previous name of “**Jeanet**” which she held from 2021 to 2023. Originally built for German owners as “**Imina**” by Israel Shipyard, Haifa in 2009. In 2015 she became “**Mandraga**” until 2021 and was always German managed until coming under Vertom of the Netherlands more recently. She is discharging stone from Belfast and would sail to Ghent in ballast on the 15<sup>th</sup>. *(Photos contributed)*





Entering the harbour on 18<sup>th</sup> August on her maiden voyage is “**OOCL Denmark**” heading for number eight berth. She has come from Singapore and would spend four days at Felixstowe before leaving for the short voyage to Zeebrugge. She was delivered to her owners by Dalian Cosco Shipbuilding on 26<sup>th</sup> June 2024. *(Photos by Derek Sands)*





Another ship making her maiden voyage was “**MSC Mombasa**” seen here leaving Felixstowe on 21<sup>st</sup> August. She had arrived from Mundra, India and was now heading for Rotterdam. Completed in June 2024 by Hyundai, Ulsan, she is capable of 8,000 TEU. *(Photos by Derek Sands)*





## More Project Cargo For Ipswich



“**Ampere**” passing Felixstowe on 9<sup>th</sup> August for Ipswich with a generator loaded at Rotterdam. Built for Banier Scheepvaart, NV by De Kaap, Meppel as “**Tharsis**” in 2012. She was acquired by Balnautic Shipping, Klaipeda in 2022 and renamed. *(Photo contributed)*

Below she can be seen proceeding towards the River Orwell in this photo by *(Mick Warrick)*





Now at the berth on the 9<sup>th</sup> and in the background the crane for the heavy lift is being put together.  
*(Photos contributed)*





The crane is now fully constructed in preparation for the lift and the transport for the load can also be seen on the right of the crane on 12<sup>th</sup> August. After discharge the ship sailed to Rotterdam on the 18<sup>th</sup>. *(Photo contributed)*

The move of the 356 tonne generator to the Synchronous Condenser Plant at Yaxley took place on Sunday 18<sup>th</sup> August.



*(Image sourced from YouTube)*

## Remote Control RTGs Delivered



Spliethoff's "**Pottersgracht**" arriving at Felixstowe on 4<sup>th</sup> August from Gdansk with more RTGs for eight and nine berths. There are no cabs for port operatives as they will be operated remotely from a central control. This latest batch of five from Konecranes are part of an order for seventeen. There will be six more coming to complete the order on an as yet unknown date. They are capable of fully automated operation but will operate in semi-autonomous mode. *(Photos contributed)*





Alongside Trinity Terminal on the 6<sup>th</sup> of August with discharge of her cargo well in hand. She would sail for the Tyne to load for Brazil on 9<sup>th</sup> August. She entered the Spliethoff fleet in 2020 after a varied career for other owners. Launched as **“Beluga Provocation”** she was completed as **“Beluga Stavanger”** by Hudong-Zhonghua, Shanghai in May 2010. With Beluga’s financial problems she moved to Hansa Heavy Lift as **“HHL Macao”**. With Hansa also running into financial difficulties she became just **“Macao”** in 2015 and then **“Industrial Grace”** in the same year. She was **“St. Georg”** for a short time in 2020 before receiving her current name in May the same year. *(Photos contributed)*





Setting off for the Tyne on 9<sup>th</sup> August. (Photos by Derek Sands)



## More Portuguese Cement For Navyard Wharf

A clue that another shipment from Portugal was due was when the handling equipment was spotted at the wharf prior to the arrival of the ship.



“**Emstal**” passing Felixstowe for Harwich, Navyard Wharf on 14<sup>th</sup> August, she is inbound from Setubal fully laden. Discharge was handled swiftly and she sailed for Emden on the following day. A vessel familiar in the Haven Ports she was built as “**Kossau**” for Erwin Strahlmann by Slovenske Lodenice, Komarno in 2007. Upon Strahlmann’s liquidation she went to HS Bereederungs in 2020 and was renamed. *(Photos by Mick Warrick)*



## Wind Farm Craft



Operating out of Lowestoft and Great Yarmouth, “**Seacat Reliance**” has also made several recent calls in the harbour. Seen here on the 2<sup>nd</sup> August she also returned on the 14<sup>th</sup> and 15<sup>th</sup>. Designated as an offshore wind farm support vessel her owners are Seacat Services of Cowes and she was built on the Isle of Wight in 2012 by South Boats Special Projects Ltd. *(Photos contributed)*





## A Different Perspective

Travelling via the harbour ferry to our August social meeting at Shotley, (*Neil Davidson*) took these photos of “**MSC Tracy V**” being berthed.



Built as “*Maersk Davenport*” by Hanjin Heavy Industries in 2005. She became “*Ernest Hemingway*” in 2013 and “*Xin Feng Shang Hai*” in 2017 before getting her MSC name in 2022.





Below is assisting tug “Svitzer Kent”



## Brightlingsea Shipping



With your compiler unavailable the arrival and departure of “Wilson Hawk” which arrived on 30<sup>th</sup> July from Immingham was missed. Here she is arriving at Lisbon in 2023. After loading scrap metal she departed for Ghent on 2<sup>nd</sup> August. Although launched as “Niels” she was completed with the traditional Wilson name of “Haugo”. Her builders Pattje at Waterhuizen delivered her in January 1994. In 2006 Wilson changed her name to the present one. (Photo by Pedro Amaral)



Seen departing on a previous call in January 2024, “Icelandica Hav” arrived on the 8<sup>th</sup> August from Setubal with bagged cement. After the usual swift discharge she left the following day. (Photo by Derek Sands) (51)



With her recently discharged cargo of cement on the wharf, “**Birgit G**” is about to leave Olivers Wharf on 19<sup>th</sup> August. She had arrived the previous day from Setubal and was now departing for Kings Lynn. Launched into the Sava River by Sava Shipbuilders, Macvanska Mitrovica, Serbia in April 2009, completion was done in the Netherlands by Damen, Bergum in February 2010. In 2016 Wilson had her on charter as “*Wilson Dalvik*” but she reverted to “**Birgit G**” in 2019. (Photos by Derek Sands)





## Mistley Shipping



Approaching the berth on 5<sup>th</sup> August, “**Scot Navigator**” inbound from Belfast with stone. She left on the 7<sup>th</sup> for northern Scotland and the port of Scrabster, where she is likely to load round timber. Built in 2017 by the GS Yard, Waterhuizen she has not been a frequent visitor to Mistley. *(Photo by Steve Cone)*



Here she is departing at 02.48 hrs on the 7<sup>th</sup>. (Photo by Steve Cone)



Arriving from Rouen with a cargo of fertiliser on the 9<sup>th</sup> August is “**Helene-B**”. Launched by Daewoo, Mangalia, Romania in December 2000, she was completed as “**Aramis**” by Pattje, Waterhuizen in June 2001. She went to Gerdes, Bereederungs in 2004 as “**Helene G**” and to her present owners JEB Bereederungs in 2024 and gained her current name. (Photo by Steve Cone)



**“Helene-B”** shares Mistley quay on 11<sup>th</sup> August with the very regular **“Allora”** which has brought yet another cargo of bricks. (Photo by Derek Sands)



**“Helene-B”** departs on the 13<sup>th</sup> for Calais, **“Allora”** would leave the following day for Aalst to load more bricks. (Photo by Steve Cone)





Shortly after her recent visit to Ipswich, “**Vesper**” returned to the harbour and is seen passing Harwich en route to Mistley on 21<sup>st</sup> August. Arriving from Kruiabeke on the Scheldt with expanded clay, her details can be found on page thirty six of this newsletter. *(Photos by Derek Sands)*





Alongside at Mistley with the port's new cargo handler on the right, and a more traditional crane on the left  
*(Photos by Steve Cone)*

Below she departs for Vlaardingen on the 23<sup>rd</sup>.



## Dredging And Surveying



Outbound from the harbour for the dumping grounds on 2<sup>nd</sup> August is “**Causeway**” on 2<sup>nd</sup> August. She arrived around the 30<sup>th</sup> July to start two weeks of maintenance dredging. A unit of the Boskalis fleet her hull came from the Partner shipyard in Police, Poland and completion was done by Shipkits, Groningen in August 2013.  
*(Photos contributed)*





Out of the water at Fox's Marina, Ipswich on 4<sup>th</sup> August is Offshore Turbine Services of Brixham's "**Lieutenant P**". Listed by her owners as a multi-purpose workboat she carries out many duties, including surveying and crew transport. She was built at Colchester by Ctruk Boats in 2017. (Photo David Hazell)



An as yet unidentified unmanned survey craft in Fox's on 4<sup>th</sup> August. Her owners are obvious and she no doubt came from Sea-Kits at Tollesbury on the River Blackwater. (Photo by David Hazell)

## Blast From The Past



Despite the complete change of colour scheme **“Vomero”** is instantly recognisable as the former Ipswich favourite **“Ipswich Pioneer II”**. Seen here in 1996 passing Harwich for Parkeston Quay whilst on charter to DFDS. Built as **“Ipswich Pioneer II”** in 1973 by Krogerwerft, Schacht-Audorf for Richard Adler and Sohne (Argo Line), she was launched as **“Aquila”**. In 1976 she was lengthened by twenty three metres and renamed **“Ehrenfels”** for a charter to Hansa Line. Just a year later she was **“Nahost Pioneer”** whilst on charter to Deutsche Nahost Line, she reverted to **“Aquila”** in 1979. Hoisting the French flag in 1982 for Union Industrielle et Maritime, still as **“Aquila”**. She was briefly renamed **“Sea Road”** in 1989 under the St Vincent flag, but was **“Aquila”** again before the end of the year. Italian owners took her in 1990 as **“Vomero”** and she was briefly under the Panama flag the same year as **“Don Lupe”** before reverting to **“Vomero”** and the Italian flag. Her last owners were Naples based Marnavi and her final name was **“Luigi Cozza”** in 2001. She was broken up in Italy in January 2004. (Photo by the late Malcolm Cornes)

Below she can be seen leaving Parkeston Quay as **“Sea Road”** on 6<sup>th</sup> September 1989, whilst chartered to the MOD.



(Photo by Derek Sands)



Seen passing the Hook of Holland on 28<sup>th</sup> December 1973 as ***Ipswich Pioneer II*** when only a few months old. (Photo by Malcolm Cornes)



Unloading paper reels at Felixstowe on 2<sup>nd</sup> of September 1979 is ***Neptune Spinel*** of Neptune Orient Line, Singapore. Launched as ***Milos Island*** in June 1977 she was completed as ***Neptune Spinel*** by Ishikawajima-Harima, Aioi in April 1978. She is a Freedom type I a design meant to be a Liberty replacement and a rival to Sunderland Shipbuilder's SD14 type. In 1993 she went to Laemthong International Lines as ***Laemthong Pride*** initially under the Singapore flag. This was changed to the Thai flag three years later. After a career lasting thirty five years she was broken up in March 2013. (Photo by the late Malcolm Cornes) (62)



Belgian flagged reefer **“Pontos”** arriving at Harwich, Navyard Wharf in 1969. Owned by a joint venture between H.G Ahlers of Belgium and F. Laeisz of Germany and here seen on charter to Salen of Sweden. She will load cars for the USA. Built in Belgium at Tamise by Boelwerf in 1969 she went to Panamanian flag owners Aglaia Ocenic in 1983 as **“Labrador Rex”**. Two years later Seahope Shipping also of Panama acquired her as **“Azalea”**. They changed her flag to that of Bahamas four years later. Her final name came in 1999 when Net Shipping of Barbados renamed her **“Margarita”**. This did not last long as she was broken up in India at Alang in April 2000. (Photo by Peter Smith)

Below she can be seen in Laeisz colours as **“Pontos”** passing the Hook of Holland inbound in July 1979. (Photo by Derek Sands)



A long time feature in the background of many photos of ships on the River Stour, has been removed, see below.



## Notice to Mariners

**Number:** 53  
**Year:** 2024  
**Issued:** 29 August  
**In force:** 2023: 48, 2024: 10,15,18,39,46,49,50,51,52,53

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### Removal of Shotley radar tower.

Mariners are advised that on Thursday 30<sup>th</sup> August 2024 the Shotley radar tower located in position **51 57.210 N, 001 16.236E** will be permanently removed from Admiralty Pier, Shotley.



William Barker  
Marine Director (Harbour Master)



Newsletter compiled by Derek Sands and proofed by Neil Davidson.

With thanks to David Hazell for his many contributions.

Also thanks to the following: The late Malcolm Cornes, Peter Smith, Mick Warrick, Steve Cone, Pedro Amaral Neil Davidson 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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