

# Black Jack

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY  
[www.sotonwss.org.uk](http://www.sotonwss.org.uk)



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Summer 2026

**BUMPER 12-PAGE EDITION  
FEATURING ALL SERVICES AND CURRENT VESSELS  
OPERATED TO/FROM SCT BY DP WORLD**



**ONTARIO EXPRESS arriving with SINGAPORE EXPRESS on SCT5 berth**

*Andy McAlpine image*

## Black Jack 219 – Summer 2026

*Black Jack is the quarterly magazine of the  
Southampton Branch of the  
World Ship Society.*

### Branch Meetings

#### Venue:

**St James Road Methodist Church**  
St James Road  
Shirley  
Southampton, SO15 5HE

Meetings are on the second Tuesday of each month. All meetings commence at 19.30 and the meeting room is to be vacated by 21.30.

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Visit our WSS Branch Website at  
[www.sotonwss.org.uk](http://www.sotonwss.org.uk)

Would members please ensure  
that any changes to their postal and/or  
email addresses are notified to the Branch  
as soon as possible.

## 2026 Programme of Branch Meetings

June 9 <sup>th</sup>	The Early RFA.	John Hoar, HCMM
July 8 <sup>th</sup>	Coastal Shipping Diary	Iain McCall
August 11 <sup>th</sup>	Arctic Circle Bound	Capt Robin Plumley
September 8 <sup>th</sup>	British-India at War	Merv Rowlinson
October 13 <sup>th</sup>	John and Pat Havers on Board	
November 10 <sup>th</sup>	AGM and photographic competition	
December 8 <sup>th</sup>	British Cargo Liners of the 60's and 70's	David Hornsby

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### Articles please!!

**Black Jack** is intended to be

"by the branch members – for the branch members".

What would you like to see in **Black Jack**?

Tell the Editor.

Your editor would appreciate and be delighted to receive any maritime articles with a connection to Southampton or The Solent area for inclusion in **Black Jack**, also any snippets of news and photos for possible inclusion.

Contributions can be sent to the Editor by post, email, memory stick or CD.

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## STOP PRESS

AND VERY IMPORTANT, DON'T FORGET.....

SATURDAY 4<sup>th</sup> JULY

YOUR ANNUAL SOUTHAMPTON BRANCH  
7-HOUR SOLENT CRUISE  
ORGANISED IN CONJUNCTION WITH TSS

PARTICIPATE OR LOOSE IT

BOOK NOW AND BRING YOUR FRIENDS  
VIA BRANCH TREASURER OR COMMITTEE

# Andrew's Note Book

From the Port of Southampton by Andrew McAlpine

As we move into the summer season, cruise activity is picking up, with ships once again returning to our shores. April in particular brought a couple of notable first-time visitors.



Princess Cruises' **Majestic Princess** (2017/144,216 gt) will be homeporting in Southampton throughout the summer, joining the familiar sister *Sky Princess* for the season.

Left : **Majestic Princess** sailing 17<sup>th</sup> April  
Below : **Liberty of the Seas** sailing 19<sup>th</sup> April



On 19 April, Royal Caribbean's **Liberty of the Seas** (2007/155,889 gt) arrived following a transatlantic crossing. She departed later the same day for Brest, where she is scheduled to undergo a planned dry dock and Royal Amplification upgrade. The vessel is expected to return at the end of May to begin her first-ever season sailing from Southampton



Left: Some of the regular cruise visitors alongside cruise terminals in the Western Docks on 16th May  
**Sky Princess** (2019/ 145,281 gt) at City  
**MSC Virtuosa** (2021/181,541 gt) at Horizon  
**Celebrity Apex** (2021/130,818 gt) at Mayflower

Seen alongside the bulk terminal on 11 May was the 2017-built **Federal Ruhr** (22,947 g, 36,754 dwt), which discharged 26,000 tonnes of gypsum rock loaded at Garrucha in southern Spain. Over the coming weeks, the bulk terminal is expected to remain particularly busy, with no fewer than 12 vessel calls scheduled.

Until next time Happy Spotting  
Andrew



# CURRENT CONTAINER SERVICES USING DP WORLD SOUTHAMPTON

by David Hornsby with updates by Andy McAlpine and images by Chris Brooks

The Port of Southampton saw 2025 end with DP World at SCT breaking the 2 million twenty-foot equivalent units (teu) barrier, although at the same time, DP World's sister port at London Gateway had a 52% increase in capacity to over 3 million teu, thereby leap-frogging Southampton to become the Country's' second largest container port.

Since the Spring 2025 reorganisation of the various Conference groupings, services and Vessels Sharing Agreements (VSA), there has been a significant change in some services operating from DP World at Southampton with numerous different vessels. However, there has already been service disruption caused by US "Trump tariff changes" and the ongoing War in Iran.

As has been the case for many years, the same service can often be referred to with different names or references by the different consortium operators. The current services operating to and from Southampton and current vessel order of calling are set out below, although these call schedules, SCT berth used and the vessels operated or chartered-in can change frequently.

**GEMINI COOPERATION** - formed by Maersk and Hapag-Lloyd operating 7 major trade routes, 26 mainline services and 57 mainly East-West routes with 3.7 million TEU capacity, including 7 using Southampton, plus occasional SAMBA service.

**AL1/AT3 – Trans-Atlantic Loop 1 (arr. Saturdays at SCT1)** Operated by 6 Maersk owned/chartered vessels, 8 ports of call, 42 day rotation - to Rotterdam (2 terminals), Hamburg, Wilhelmshaven, New York (Newark), Norfolk, Philadelphia (replaced Baltimore), St John, Southampton.

<b>SFL HAWAII</b>	2014	70,262 g	80,087 dwt	271 x 43m	6,865 teu	ex Paxi-14, CCNI Iquique-15, Paxi-21
<b>PORTO GERMENO</b>	2002	66,573 g	67,009 dwt	280 x 40m	5,570 teu	ex APL Hong Kong-15, Aegiali-21
<b>GSL CHRISTEL ELISABETH</b>	2004	65,247 g	73,235 dwt	277 x 40m	5,770 teu	ex CMA CGM Strauss-19, Strauss-19
<b>PL GERMANY</b>	2003	66,462 g	67,009 dwt	280 x 40m	5,888 teu	ex APL Germany-16
<b>SFL MAUI</b>	2013	71,112 g	80,115 dwt	270 x 43m	6,881 teu	ex Skiathos-14, DAL Karoo-18, Skiathos-19, Skiathos I-21
<b>MAERSK FREDERICIA</b>	2024	57,872 g	76,480 dwt	255 x 40m	5,920 teu	

**AT2 – Trans-Atlantic Loop 2 (arr. Wednesdays at SCT3 or SCT4)** - 5 vessels, 8 ports of call, 35 day rotation - to Antwerp, Rotterdam, Bremerhaven, Le Havre, New York, Norfolk, Baltimore, Southampton

<b>GENOA EXPRESS</b>	2014	41,286 g	52,038 dwt	228 x 37m	3,826 teu	l/a Conceiver, ex MOL Naja-16
<b>LIVERPOOL EXPRESS</b>	2002	46,009 g	54,155 dwt	281 x 32m	4,121 teu	ex Contship Aurora-05, CP Aurora-06, Maersk Dexter-07
<b>DETROIT EXPRESS</b>	2014	41,286 g	52,033 dwt	228 x 37m	3,826 teu	l/a Achiever, ex MOL Naima-16
<b>TORONTO EXPRESS</b>	2003	55,994 g	47,840 dwt	294 x 32m	4,402 teu	ex Canmar Venture-05, CP Venture-06
<b>OOCL VERACRUZ</b>	2024	57,907 g	76,514 dwt	255 x 40m	5,920 teu	first call 20/5, switched from Ocean Alliance Victory Bridge service
<b>OOCL MONTREAL</b>	2003	55,994 g	47,840 dwt	294 x 32m	4,404 teu	final call 11/3.
<b>QUEBEC EXPRESS</b>	2006	42,382 g	52,600 dwt	268 x 32m	4,043 teu	ex Longavi-15: final call 25/3.

**AL3 – Trans-Atlantic Loop 3 (arr. Fridays at SCT3 or SCT4)** - 6 vessels, 8 ports of call, 42 day rotation - to Antwerp, Rotterdam, Hamburg, St John, Charleston, Savannah, Norfolk, Southampton;

<b>AL MANAMAH</b>	2008	75,578 g	85,517 dwt	306 x 40m	6,921 teu	
<b>AL SAFAT</b>	2008	75,579 g	85,437 dwt	306 x 40m	6,921 teu	
<b>YANTIAN EXPRESS</b>	2002	88,493 g	122,603 dwt	320 x 43m	7,179 teu	l/a Berlin Express, ex Shanghai Express-12
<b>NINGBO EXPRESS</b>	2002	88,493 g	122,603 dwt	320 x 43m	7,179 teu	ex Hong Kong Express-12
<b>SUAPE EXPRESS</b>	2008	71,786 g	72,982 dwt	304 x 40m	6,494 teu	ex APL Rotterdam-13, Rotterdam-20, Rotterdam Star-22
<b>KIEL EXPRESS</b>	2003	88,493 g	100,019 dwt	320 x 43m	7,179 teu	ex Berlin Express-23



above: **KIEL EXPRESS**



above: **SUAPE EXPRESS**

**AL4 – Trans-Atlantic Loop 4 (arr. Fridays at SCT 1) - 7 vessels (Maersk, Hapag and chartered) - 8 ports of call - 49 day rotation - to Antwerp, Rotterdam, Hamburg, Wilhelmshaven, Vera Cruz, Altamira, Miami, Southampton.**

<b>MAERSK DANUBE</b>	2014	51,872 g	65,223 dwt	255 x 37m	5,466 teu	l/a Wide Foxtrot, ex Maersk Nile-15
<b>GSL TEGEA</b>	2001	66,058 g	71,621 dwt	277 x 40m	5,762 teu	l/a ER Los Angeles, ex CSCL Los Angeles-08, MSC Los Angeles-10, ER Los Angeles-11, Montevideo Express-15, ER Los Angeles-21
<b>MAERSK FELIXSTOWE</b>	2023	57,907 g	76,514 dwt	255 x 40m	5,920 teu	
<b>CLEMENS SCHULTE</b>	2014	51,872 g	65,193 dwt	255 x 37m	5,400 teu	
<b>PORTO KAGIO</b>	2002	66,332 g	67,164 dwt	280 x 40m	5,908 teu	ex Shanghai Bridge-10, Zante-10, Kota Singa-12, Zante-21
<b>ADAMS</b>	2003	66,462 g	67,009 dwt	282 x 40m	5,928 teu	ex APL Ireland-12, ACE Ireland-13, Venetiko-21
<b>GSL MARIA</b>	2001	65,792 g	68,025 dwt	277 x 40m	5,762 teu	ex ER Canada-01, APL Canada-14, ER Canada-21



left: **Maersk Felixstowe (DH)**



above: **Port Kagio**

**AL5 (Trans-Atlantic Loop 5) also known as California Bridge Service - 7 vessels – 11 ports of call - 70 day rotation, to Le Havre, Hamburg, Antwerp, Miami, Cartagena (Col), Rodman (Pan), Los Angeles, Oakland, Rodman, Caucedo (Dom), Southampton**

<b>CMA CGM SAVANNAH</b>	2008	41,835 g	53,874 dwt	264 x 32m	4,294 teu	l/a Northern Genius, ex Cap George-13, Northern Genius-17, Zhong Gu Guang Dong-21;
<b>NYK METEOR</b>	2007	55,534 g	65,935 dwt	294 x 32m	4,888 teu	
<b>NYK ROMULUS</b>	2009	55,534 g	65,883 dwt	294 x 32m	4,888 teu	
<b>NYK REMUS</b>	2009	55,534 g	65,981 dwt	294 x 32m	4,888 teu	
<b>NYK NEBULA</b>	2007	55,534 g	65,600 dwt	294 x 32m	4,888 teu	
<b>NYK DEMETER</b>	2008	55,534 g	66,051 dwt	294 x 32m	4,888 teu	
<b>NYK RIGEL</b>	2009	55,534 g	65,883 dwt	294 x 32m	4,888 teu	
<b>CMA CGM BLUE WHALE</b>	2007	54,309 g	65,892 dwt	294 x 32m	5,040 teu	
<b>CMA CGM FORT FLEUR D'EPEE</b>	2010	36,946 g	38,840 dwt	219 x 36m	3,500 teu	final call 5 <sup>th</sup> March

**CAX – Maersk Caribbean North Europe service (arr. Wednesdays at SCT 2) - 7 vessels (Maersk), 10 ports of call, 49 days rotation - to Hamburg, Bremerhaven, Rotterdam, Newark, Manzanillo (Pan), Puerto Antioquia, Puerto Moin (CR), Manzanillo, Antwerp, Southampton**

<b>MAERSK MONTE ALTO</b>	2005	69,132 g	71,438 dwt	272 x 40m	5,560 teu	ex Monte Sarmiento-25
<b>MAERSK MONTE OLIVIA</b>	2004	69,132 g	83,557 dwt	272 x 40m	5,560 teu	ex Monte Olivia-24
<b>MAERSK MONTE VERDE</b>	2005	69,132 g	83,557 dwt	272 x 40m	5,560 teu	ex Monte Verde-05, Alianca Maua-11, Monte Verde-25
<b>MAERSK MONTE LINZOR</b>	2004	64,963 g	83,557 dwt	272 x 40m	5,560 teu	ex Monte Cervantes-05, P&O Nedlloyd Salsa-06, Monte Cervantes-24
<b>MAERSK MONTE ROSA</b>	2004	69,132 g	83,557 dwt	272 x 40m	5,560 teu	ex Monte Rosa-25
<b>MONTE TAMARO</b>	2007	69,132 g	71,587 dwt	272 x 40m	5,560 teu	
<b>MAERSK MONTE PASCOAL</b>	2005	69,132 g	83,557 dwt	272 x 40m	5,560 teu	ex Monte Pascoal-05, P&O Nedlloyd Lambada-06, Monte Pascoal-25

below left: **Maersk Monte Olivia** right: **Maersk Bulan**



**CLX – CHILE EXPRESS (arr Mondays at SCT4)** – 8 vessels (Maersk) - 12 ports of call - 62 day rotation - to Rotterdam, Antwerp, Hamburg, Tangier, Cartagena, Manzanillo, Balboa, Callao, Valparaiso, Balboa, Manzanillo, Santa Marta, Southampton

<b>MAERSK BINTAN</b>	2008	35,835 g	43,097 dwt	224 x 32m	3,194 teu	
<b>MAERSK BATUR</b>	2009	35,835 g	43,273 dwt	224 x 32m	3,194 teu	
<b>MAERSK BAYETE</b>	2009	35,835 g	43,197 dwt	224 x 32m	2,787 teu	ex Safmarine Bayete-24
<b>MAERSK BATAM</b>	2008	35,835 g	43,133 dwt	224 x 32m	3,194 teu	
<b>FORT DESAIX</b>	2010	42,609 g	52,300 dwt	269 x 32m	4,178 teu	I/a JPO Taurus, ex UASC Ajman-14, JPO Taurus-20, CMA CGM Fort Desaix-22
<b>MAERSK BOGOR</b>	2009	35,835 g	43,177 dwt	223 x 32m	3,194 teu	
<b>MAERSK BALI</b>	2009	35,835 g	43,206 dwt	224 x 32m	3,194 teu	
<b>MAERSK BRANI</b>	2010	35,835 g	43,239 dwt	223 x 32m	3,194 teu	
<b>MAERSK BULAN</b>	2008	35,835 g	43,177 dwt	224 x 32m	3,078 teu	final call 18 <sup>th</sup> April
<b>MAERSK BENGUELA</b>	2009	35,835 g	43,197 dwt	223 x 32m	2,787 teu	ex Safmarine Benguela-24; final call 25 <sup>th</sup> April

**Neo-SAMBA (South America East Coast)** Maersk service recently on diversion from London Gateway, now reverted to Thames, but SCT still shown as 'optional' and some talk that it may return - to Rotterdam, Hamburg, Bremerhaven, Antwerp, Tangier, Santos, Paranagua, Buenos Aires, Montevideo, Rio Grande, Paranagua, Santos, Tangier, Thames Gateway or Southampton (9 vessels on 63 day rotation). The only recent caller has been

**MAERSK LABREA** 2013 89,505 g 99,798 dwt 300 x 45m 8,850 teu

All other recent vessels have all been 'void' including **MAERSK LA PAZ, SAN RAPHAEL MAERSK, SAN MARCO MAERSK, MAERSK LANCO, MAERSK LAGUNA, MAERSK LONDRINA**

**OCEAN ALLIANCE** - formed by CMA CGM, COSCO, OOCL and Evergreen with over 40 services world-wide and recently announced cooperation extended to 2032, plus Vessel Sharing Agreement with ONE on some routes.

**EPIC (Europe Pakistan India Consortium) (arr. Tuesdays at SCT1)** – 13 vessels, CMA CGM (10), COSCO (2), OOCL (1); 11 ports of call - on 91 day rotation - to Rotterdam, Hamburg, Antwerp, Le Havre, Algeciras, Khalifa Port (Abu Dhabi), Jebel Ali, Nhava Sheva, Mundra (In), Sohar (OM), Tanger, Southampton

**SEASPAN OCEANIA** 2004 90,645 g 101,810 dwt 334 x 43m 8,468 teu ex CSCL Oceania-07, MSC Belgium-09, CSCL Oceania-17,

<b>CMA CGM GEMINI</b>	2011	131,332 g	128,550 dwt	363 x 46m	11,356 teu	
<b>CMA CGM NABUCCO</b>	2006	91,410 g	101,917 dwt	334 x 43m	8,204 teu	
<b>CMA CGM AQUILA</b>	2009	131,332 g	128,550 dwt	363 x 46m	11,356 teu	
<b>COSCO ENGLAND</b>	2013	153,666 g	156,618 dwt	366 x 51m	13,386 teu	
<b>APL BARCELONA</b>	2012	128,929 g	131,196 dwt	348 x 46m	10,700 teu	
<b>CMA CGM COLUMBA</b>	2011	131,332 g	128,760 dwt	363 x 46m	11,356 teu	
<b>CSCL STAR</b>	2011	150,853 g	155,470 dwt	366 x 51m	14,074 teu	
<b>CSCL NEPTUNE</b>	2011	150,853 g	155,264 dwt	366 x 51m	14,074 teu	final call 7 <sup>th</sup> March;
<b>CMA CGM THALASSA</b>	2008	128,600 g	131,938 dwt	347 x 46m	11,038 teu	final call 24 <sup>th</sup> March;
<b>APL GWANGYANG</b>	2011	113,735 g	123,159 dwt	349 x 46m	10,106 teu	final call 5 <sup>th</sup> April;
<b>COSCO GLORY</b>	2011	141,823 g	140,637 dwt	366 x 48m	13,092 teu	final call 20 <sup>th</sup> Feb;

Note: Service subject to disruption from February 2026 due to US-Iranian War; all Gulf port calls cancelled, currently with just the first few vessels now operating a more limited service



**Seaspan Oceania**



**CSCL Star**

**FAL1I (Import) and FAL1E (Export) (French Asia Line) (arr. Tuesday/Wednesday at SCT5 or SCT3)** – 15 CMA CGM/APL vessels - 12 ports on 105 day rotation - calling Southampton both ways - to Port Klang, Ningbo, Shanghai, Yantian, Singapore, Tanger, Southampton, Dunkirk, Gdansk, Gothenburg, Le Havre, Southampton

<b>APL LION CITY</b>	2013	169,423 g	176,818 dwt	398 x 51m	17,292 teu	I/d APL Achieve, ex MOL Quest-17; Ien-19.
<b>CMA CGM GEORG FORSTER</b>	2015	177,381 g	186,745 dwt	398 x 54m	17,722 teu	I/a CMA CGM James Cook
<b>APL SINGAPURA</b>	2013	169,423 g	177,408 dwt	398 x 51m	17,292 teu	I/d APL Agile, ex MOL Quartz-17; Ien-19
<b>APL MERLION</b>	2014	169,423 g	177,408 dwt	398 x 51m	17,292 teu	I/a APL Ambassador; Ien-19
<b>APL TEMASEK</b>	2013	169,423 g	177,510 dwt	398 x 51m	17,292 teu	I/d APL Absolute; Ien-18
<b>CMA CGM VASCO DE GAMA</b>	2015	179,922 g	184,700 dwt	399 x 54m	17,859 teu	I/d CMA CGM Benjamin Franklin
<b>APL VANDA</b>	2013	169,423 g	177,408 dwt	398 x 51m	17,292 teu	I/d APL Adviser; Ien-18

<b>CMA CGM BOUGAINVILLE</b>	2015	177,381 g	186,528 dwt	398 x 54m	17,722 teu	
<b>CMA CGM CHAMPS ELYSEES</b>	2020	236,583 g	220,766 dwt	400 x 61m	23,112 teu	
<b>CMA CGM JEAN MERMOZ</b>	2018	219,277 g	202,684 dwt	400 x 59m	20,954 teu	
<b>CMA CGM KERGUELEN</b>	2015	177,381 g	186,745 dwt	398 x 54m	17,722 teu	
<b>CMA CGM MONTMARTRE</b>	2021	236,583 g	221,103 dwt	400 x 61m	23,112 teu	
<b>CMA CGM PALAIS ROYAL</b>	2020	236,583 g	221,294 dwt	400 x 61m	23,112 teu	
<b>CMA CGM BENJAMIN FRANKLIN</b>	2015	179,922 g	185,070 dwt	399 x 54m	17,859 teu	
<b>APL CHANGI</b>	2013	169,423 g	177,408 dwt	398 x 51m	17,292 teu	l/d APL Advance, ex MOL Quality-15; len-18 -
<b>CMA CGM JACQUES SAADE</b>	2020	236,583 g	221,251 dwt	400 x 61m	23,112 teu	
<b>CMA CGM LOUIS BLERIOT</b>	2018	219,277 g	202,684 dwt	399 x 58m	13,565 teu	
<b>APL FULLERTON</b>	2014	168,423 g	177,408 dwt	398 x 51m	17,192 teu	l/d APL Ambition, ex MOL Quasar-17; len-19

**LIBERTY BRIDGE (known as AT1 by ONE) (arr. Thursdays at SCT1) – 7 vessels – CMA (2), OOCL (2), ONE (2), Evergreen (1) - 9 ports of call – 49 day rotation - to Antwerp, Rotterdam, Bremerhaven, Le Havre, New York (20 days), Norfolk (24), Charleston (27), Savannah (29), Southampton**

<b>COSCO HOPE</b>	2012	141,823 g	140,241 dwt	366 x 48m	13,092 teu	
<b>APL HOUSTON</b>	2014	109,712 g	115,096 dwt	328 x 45m	9,200 teu	
<b>ONE HAMMERSMITH</b>	2009	98,747 g	98,849 dwt	336 x 46m	8,212 teu	ex Hammersmith Bridge-19
<b>EVER FAITH</b>	2020	117,340 g	127,076 dwt	334 x 48m	11,850 teu	
<b>EVER MEGA</b>	2024	165,350 g	156,160 dwt	366 x 51m	15,372 teu	
<b>OOCL CHONGQING</b>	2013	141,003 g	144,060 dwt	366 x 48m	13,208 teu	
<b>CMA CGM PHOENIX</b>	2013	109,699 g	115,075 dwt	328 x 45m	9,200 teu	ex APL Phoenix-25
<b>ONE SATISFACTION</b>	2026	140,233 g	161,626 dwt	336 x 51m	13,800 teu	arrived on FE3 service switched to Liberty
<b>CMA CGM FIDELIO</b>	2006	107,898 g	113,964 dwt	334 x 43m	9,415 teu	l/a CMA CGM Othello; final call 6 <sup>th</sup> March
<b>OOCL SEOUL</b>	2010	89,097 g	99,635 dwt	323 x 43m	8,063 teu	final call 3 <sup>rd</sup> April



above: **Brighton** on now terminated Unity Bridge service  
left: **ONE Satisfaction (AMcA)**

**UNITY BRIDGE (known as AT2 by ONE) (arr. Wednesdays at SCT 1) – 5 vessels - 6 ports of call - 35 day rotation - to Charleston (10 days), Savannah (13), Le Havre, Antwerp, Bremerhaven, Southampton; Final service call 25<sup>th</sup> March.**

<b>EVER EXCEL</b>	2002	76,067 g	75,801 dwt	300 x 43m	6,332 teu	ex Hatsu Excel-10
<b>MOL PROFICIENCY</b>	2007	71,777 g	72,912 dwt	293 x 40m	6,350 teu	
<b>BRIGHTON</b>	2008	71,786 g	72,982 dwt	293 x 40m	6,350 teu	es APL London-13, Zim London-15
<b>ARGUS</b>	2004	75,484 g	81,171 dwt	300 x 40m	6,492 teu	ex NYK Argus-21
<b>ONE TRITON</b>	2008	76,499 g	80,246 dwt	300 x 40m	6,661 teu	ex NYK Triton-21

**VICTORY BRIDGE (known as AT3 by ONE) to US East Coast Gulf and Mexico (arr. Saturdays at SCT5) – 7 vessels – CMA (4), OOCL (2), ONE (1) - 8 ports of call - 49 day rotation - to Rotterdam, Antwerp, Bremerhaven, Veracruz (Mex), Altamira (Mex), Houston, New Orleans, Southampton**

<b>OOCL VERACRUZ</b>	2024	57,907 g	76,514 dwt	255 x 40m	5,920 teu	switched to AT2 service, then back.
<b>ARGUS</b>	2004	75,484 g	81,171 dwt	300 x 40m	6,492 teu	ex NYK Argus-21
<b>APL CALIFORNIA</b>	2009	72,704 g	72,447 dwt	293 x 40m	6,350 teu	
<b>CMA CGM MOLIERE</b>	2009	72,884 g	83,293 dwt	300 x 40m	6,758 teu	
<b>APL MINNESOTA</b>	2008	71,787 g	72,912 dwt	293 x 40m	6,350 teu	
<b>OOCL BREMERHAVEN</b>	2023	57,907 g	76,517 dwt	255 x 40m	5,920 teu	
<b>CMA CGM LAMARTINE</b>	2010	73,779 g	85,446 dwt	300 x 40m	6,572 teu	

Note: All the above North Atlantic services are currently subject to change, following TRUMP import tariff changes.

### **CMA CGM INDEPENDENT SERVICE**

**OCR (Ocean Rise Express) (or RISE on DP World schedules) new fast service from Japan and South China (arr. Wednesday/Thursday at SCT4) - 12 vessels between 8-10,000 teu - 9 ports of call - 84 day rotation; calling Jeddah, Nansha, Kobe, Nagoya, Yokohama, Xiamen, Yantian, Rotterdam, Hamburg and Southampton; First call 13<sup>th</sup> May, expected are:-**

<b>CMA CGM TOSCA</b>	2005	91,410 g	101,818 dwt	334 x 43m	8,488 teu	
<b>CMA CGM OTELLO</b>	2005	91,410 g	101,818 dwt	334 x 43m	8,488 teu	l/a CMA CGM Fidelio

<b>CMA CGM TANYA</b>	2016	95,680 g	110,501 dwt	300 x 48m	10,034 teu	I/d as CMA CGM Saint Lawrence
<b>CMA CGM MEKONG</b>	2015	94,730 g	111,040 dwt	300 x 48m	9,962 teu	
<b>CMA CGM YUKON</b>	2016	93,702 g	117,366 dwt	300 x 48m	9,443 teu	ex Andronikos-16, Cosco Shipping Panama-21, Seamax Mystic-23
<b>CMA CGM ELBE</b>	2014	96,253 g	117,281 dwt	300 x 49m	9,365 teu	
<b>CMA CGM RIO GRANDE</b>	2016	95,680 g	109,927 dwt	300 x 48m	10,034 teu	
<b>CMA CGM TAGE</b>	2015	96,253 g	117,048 dwt	300 x 48m	9,365 teu	I/a Santa Luciana
<b>CMA CGM JACQUES JUNIOR</b>	2016	95,680 g	110,679 dwt	300 x 48m	10,034 teu	I/a CMA CGM Tennessee
<b>CMA CGM RIGOLETTO</b>	2006	107,711 g	114,005 dwt	334 x 43m	9,415 teu	
<b>CMA CGM THAMES</b>	2015	96,253 g	117,103 dwt	300 x 48m	9,365 teu	
<b>CMA CGM ANDROMEDA</b>	2009	131,332 g	131,263 dwt	363 x 46m	11,388 teu	

Several other vessels were initially allocated to this new service, but these now appear to have been removed from schedules, including **CMA CGM BYBLOS** (7,300 teu), **APL CHARLESTON** (9,200 teu), **CMA CGM BIANCA** (8,721 teu), **CMA CGM IVANHOE** (9,658 teu), **CMA CGM SHANGHAI** (7,471 teu), **BELITA** (8,533 teu) and **CYPRESS** (8,586 teu)

## **PREMIER ALLIANCE**

formed by **HMM (formerly Hyundai Merchant Marine)**, **ONE (Ocean Network Express – NYK/MOL/K Line)** and **Yang Ming**

**FE3 - FAR EAST EUROPE LOOP 3 (arr. Fridays at SCT5) - 15 vessels - HMM (10), ONE (4), Yang Ming (1) and VSA with MSC - to Singapore (34 days), Yantian (40 days), Hong Kong (40 days), Xiamen (43 days), Kaohsiung (46 days), then return Ningbo, Xiamen, Kaohsiung, Yantian, Vung Tau (Viet), Singapore, Rotterdam, Hamburg, Antwerp, Southampton**

<b>HMM LE HAVRE</b>	2020	228,283 g	232,606 dwt	400 x 61m	23,964 teu	
<b>HMM COPENHAGEN</b>	2020	228,283 g	232,606 dwt	400 x 61m	23,964 teu	
<b>HMM ROTTERDAM</b>	2020	232,311 g	229,039 dwt	400 x 61m	23,820 teu	
<b>HMM ST PETERSBURG</b>	2020	232,311 g	229,039 dwt	400 x 61m	23,820 teu	
<b>ONE SATISFACTION</b>	2026	140,233 g	161,626 dwt	336 x 51m	13,800 teu	arrived, then deployed onto Liberty Bridge.
<b>ONE INSPIRATION</b>	2023	235,311 g	224,983 dwt	400 x 61m	24,136 teu	
<b>HMM HELSINKI</b>	2020	228,283 g	232,606 dwt	400 x 61m	23,964 teu	
<b>HMM GDANSK</b>	2020	228,283 g	232,606 dwt	400 x 61m	23,964 teu	
<b>YM WORTH</b>	2015	145,324 g	150,616 dwt	368 x 51m	14,080 teu	
<b>ONE TRIBUTE</b>	2017	213,633 g	196,384 dwt	400 x 58m	20,179 teu	
<b>HMM HAMBURG</b>	2020	228,283 g	232,606 dwt	400 x 61m	23,964 teu	
<b>ONE FRONTIER</b>	2023	154,724 g	156,002 dwt	366 x 51m	15,516 teu	
<b>HMM OLSO</b>	2020	232,311 g	229,039 dwt	400 x 61m	23,820 teu	
<b>HMM STOCKHOLM</b>	2020	232,311 g	229,039 dwt	400 x 61m	23,820 teu	
<b>HMM SOUTHAMPTON</b>	2020	232,311 g	229,039 dwt	400 x 61m	23,820 teu	
<b>HMM ALGECIRAS</b>	2020	228,283 g	232,606 dwt	400 x 61m	23,964 teu	



**HMM Southampton**



**YM Throne**

**FP2 (known as Far East Pacific North Loop 2 or Far East Pendulum 2) (arr. Sundays at SCT2) - 18 vessels – HMM (4), ONE (8), Yang Ming (6) - to Singapore, Laem Chabang (Thai), Vung Tau (Viet), Haiphong (Viet), Yantian, Pusan (Kor), Kaohsiung (Twn), Shanghai, Ningbo, Yantian, Singapore, Rotterdam, Southampton**

<b>SEASPAN BEYOND</b>	2016	113,042 g	119,368 dwt	338 x 48m	10,010 teu	ex MOL Beyond-21
<b>YM TUTORIAL</b>	2022	118,523 g	136,899 dwt	334 x 48m	11,714 teu	
<b>SAPPHIRE TOWER</b>	2013	96,375 g	128,140 dwt	300 x 48m	8,827 teu	I/d MSC Denisse, ex MSC Adelaide-25
<b>YM TOPMOST</b>	2021	118,523 g	136,899 dwt	334 x 48m	11,888 teu	
<b>YM WARRANTY</b>	2019	151,333 g	146,749 dwt	366 x 51m	13,870 teu	
<b>YM TROPHY</b>	2022	118,524 g	136,900 dwt	334 x 48m	11,714 teu	
<b>HYUNDAI JUPITER</b>	2016	110,632 g	124,092 dwt	324 x 48m	10,055 teu	ex Hyundai Jupiter-17, Maersk Suzhou-20
<b>HYUNDAI NEPTUNE</b>	2016	110,632 g	124,092 dwt	324 x 48m	10,055 teu	ex Hyundai Neptune-17, Maersk Shanghai-20
<b>SEASPAN ADONIS</b>	2010	106,154 g	95,238 dwt	332 x 45m	9,592 teu	ex NYK Adonis-20
<b>YM THRONE</b>	2022	118,524 g	136,899 dwt	334 x 48m	11,714 teu	
<b>YM TOTALITY</b>	2020	115,761 g	132,719 dwt	332 x 48m	12,690 teu	
<b>HMM HOPE</b>	2014	142,620 g	145,683 dwt	366 x 48m	13,154 teu	ex Hyundai Hope-24
<b>HMM PRIDE</b>	2014	142,620 g	145,683 dwt	366 x 48m	13,154 teu	ex Hyundai Pride-24

<b>YM WONDERLAND</b>	2019	151,451 g	146,749 dwt	366 x 51m	14,220 teu	
<b>SEASPAN BEACON</b>	2015	113,042 g	119,324 dwt	336 x 48m	10,010 teu	ex MOL Beacon-21
<b>ONE FORWARD</b>	2024	155,811 g	172,037 dwt	366 x 51m	15,516 teu	
<b>YM TRANQUILITY</b>	2022	118,524 g	136,899 dwt	334 x 48m	11,714 teu	
<b>ONE STRENGTH</b>	2025	140,233 g	161,626 dwt	336 x 51m	13,900 teu	
others recently appearing on future schedules, subject to possible changes, have included,						
<b>HMM DREAM</b>	2014	142,620 g	146,046 dwt	366 x 48m	13,154 teu	ex Hyundai Hope-24
<b>HMM DRIVE</b>	2014	142,620 g	145,980 dwt	366 x 48m	13,154 teu	ex Hyundai Drive-24
<b>ONE HUMBER</b>	2006	98,747 g	98,849 dwt	336 x 46m	8,212 teu	ex Humber Bridge-19
<b>ONE APUS</b>	2019	146,694 g	138,611 dwt	364 x 51m	14,026 teu	
<b>ONE CYGNUS</b>	2019	146,694 g	138,611 dwt	364 x 51m	14,026 teu	
<b>YM TOGETHER</b>	2021	118,524 g	138,899 dwt	334 x 48m	11,714 teu	

**IOX (Indian Ocean Express by ONE), INX (India North Europe Express by HMM), ISE (Indian Ocean Express by YM) (arr. Fridays at SCT1 or 2) - 8 vessels - 56 day rotation - to Karachi, Hazira, Mundra, Nhava Sheva, Colombo, Rotterdam, Hamburg, Antwerp, Southampton**

<b>ONE READINESS</b>	2024	74,063 g	83,555 dwt	272 x 42m	7,214 teu	
<b>HMM OAKLAND</b>	2009	72,597 g	72,982 dwt	293 x 40m	6,350 teu	ex Hyundai Oakland-24
<b>HMM COLOMBO</b>	2007	75,308 g	80,108 dwt	304 x 40m	6,763 teu	ex Hyundai Colombo-25
<b>HMM TACOMA</b>	2009	72,597 g	72,982 dwt	293 x 40m	6,350 teu	ex Hyundai Tacoma-24
<b>ONE RELIABILITY</b>	2024	74,063 g	83,659 dwt	272 x 42m	7,214 teu	
<b>ONE REINFORCEMENT</b>	2024	74,063 g	83,667 dwt	272 x 42m	7,214 teu	
<b>ONE RECOMMENDATION</b>	2024	74,063 g	83,706 dwt	272 x 42m	7,214 teu	
<b>BF HAMBURG</b>	2009	71,786 g	72,982 dwt	293 x 40m	6,494 teu	ex APL Hamburg-14, Hamburg-18, MH Hamburg-23
<b>ONE RECOGNITION</b>	2024	74,063 g	83,558 dwt	272 x 42m	7,214 teu	



**ONE Reliability**



**SC Houston**

**AEX (Aegean Express) – April 2026 service transferred to Felixstowe - to Rotterdam, Antwerp, Pireaus (Grc), Istanbul, Gebze, Gemlike, Aliaga (all Tur), Pireaus, Southampton and operating in conjunction with**

**LEX (Levant Express) – Service currently suspended - to Rotterdam, Hamburg, Antwerp, Alexandria (Egt), Damietta (Egt), Mersin/Aliaga (Tur), Southampton. Final callers before service suspension were**

<b>ERASMUS NINJA</b>	2007	26,435 g	34,191 dwt	209 x 30m	2,546 teu	ex CCNI Busan-09, Hammonia Pomerenia-15, Pomerenia Sky-22, Chiquita Merchant-24, Pomerenia Sky-25, Shirin M-25
<b>RITA</b>	2007	32,903 g	37,213 dwt	207 x 32m	2,785 teu	ex Cala Pancaldo-09, MSC Cameroun-10, Artus-10, CMA CGM Telopea-12, EM Psara-14, Alianca San Martin-15, Candido Rondon-16, Alianca San Martin-17, EM Psara-17
<b>HSL NIKE</b>	2005	26,836 g	34,243 dwt	210 X 30m	2,556 teu	ex ER Cannes-05, CMA CGM La Boussole-10, ER Cannes-15, TG Nike-17
<b>GSL MERCER</b>	2007	28,616 g	39,339 dwt	222 x 30m	2,924 teu	ex Sofia Schulte-07, Cap Cleveland-12, Sofia Schulte-13, Mozart-17, CMA CGM Pointe des Salines-18, Mozart-21
<b>SC HOUSTON</b>	2010	35,878 g	41,234 dwt	212 x 32m	2,758 teu	ex Calidris-10, Stadt Cadiz-18, GH Brickfielder-21, Celsius Liverpool-23

**ICL – INDEPENDENT CONTAINER LINE - (arr. Thursdays at SCT4) - 4 vessels - 4 ports of call – weekly to Cork (Ringaskiddy), Chester (PA) in 11 days, Wilmington (NC) in 14 days, Antwerp, Southampton**

<b>INDEPENDENT FUTURE</b>	2005	35,823 g	41,780 dwt	220 x 32m	3,104 teu	ex Zeus-05, Minna-06, Emirates Liberty-09, Minna-22,
<b>INDEPENDENT HORIZON</b>	2008	35,824 g	42,213 dwt	220 x 32m	3,104 teu	l/d Hebe, ex CSAV Itajai-13, Hebe-19
<b>INDEPENDENT PRIMERO</b>	2005	35,823 g	49,918 dwt	220 x 32m	3,104 teu	ec Demeter-08, CCNI Antillanca-11, Demeter-12, NileDutch Lion-14, Demeter-21
<b>INDEPENDENT QUEST</b>	2005	35,881 g	41,847 dwt	220 x 32m	3,091 teu	JPO Leo-05, MOL Renaissance-08, Hyundai Renaissance-09, JPO Leo-20

**ONE – IBC service (Iberia Container Line)** – weekly from SCT4 - to Bremerhaven, Rotterdam, Leixoes (Prt), Lisbon, Southampton; from May 2026 superseded by new **IBX** service below

<b>SINAR BUKITTINGGI</b>	2023	16,856 g	23,035 dwt	172 x 24m	1,528 teu	ex Gail C-23; now on IBX service
<b>BALLATA</b>	2006	9,957 g	13,734 dwt	148 x 23m	1,118 teu	ex Benedikt-24, Benedikt Rambow-19, Safmarine Saloum-12, Katsina-06
<b>CAPE FERROL</b>	2008	15,995 g	20,346 dwt	170 x 25m	1,400 teu	off charter March 2026 and renamed MSC FERROL II at 106 berth;

**IBX Service (arr. Monday at SCT1)** – weekly to Rotterdam, Gdansk, Riga, Klaipeda, Gdynia, Bremerhaven, Rotterdam, Leixoes, Lisbon, Southampton

<b>LANGENESS</b>	2003	18,680 g	24,420 dwt	172 x 28m	1,781 teu	switched from LEX service
<b>ESSENCE</b>	2011	17,368 g	21,298 dwt	168 x 26m	1,436 teu	ex Aalderdijk-19
<b>SINAR BUKITTINGGI</b>	2023	16,856 g	23,035 dwt	172 x 24m	1,528 teu	ex Gail C-23
<b>SVENDBORG</b>	2011	12,514 g	14,220 dwt	158 x 24m	501 teu	ex Svendborg Strait-18

## **MSC – Mediterranean Shipping Company**

**BPEN service** – 2 vessel feeder service linking Le Havre, Portbury, Brest, Thamesport, Antwerp, Southampton

<b>MSC KAYLA</b>	2002	17,189 g	22,300 dwt	179 x 28m	1,678 teu	l/a Amadeus I, ex Maersk Valletta-14, Bomar Valour-21, ex Norasia Scarlet-00, ADCL Scarlet-01, Buckinghamshire-05, MSC Mia Summer-24
<b>MSC MIA SUMMER II</b>	1999	25,219 g	25,645 dwt	216 x 27m	1,658 teu	
<b>HANSA MUNKSUND</b>	2012	11,746 g	14,564 dwt	158 x 24m	880 teu	l/a Corsar, ex Celtic-16, SCA Munksund-20, Munksund-25

Other recent callers on this service have included

<b>MSC TAMISHKA F</b>	2007	15,633 g	16,960 dwt	161 x 25m	1,304 teu	ex Heluan-21, Helianthus-22
<b>MSC CALISTA II</b>	2005	15,487 g	20,614 dwt	168 x 25m	1,574 teu	l/a Heidi E, ex Independent Pursuit-10, Calisto-25
<b>MSC JENNIFER II</b>	2009	21,018 g	25,775 dwt	180 x 28m	1,794 teu	ex Mistral Strait-09, BF Copacobana-16, Jennifer Schepers-21
<b>BERNHARD SCHEPERS</b>	2011	10,318 g	13,031 dwt	152 x 25m	1,036 teu	



**MSC Calista II**



**BG Green**

**BG FREIGHT LINE** – 100% subsidiary of Peel Ports Group

**BGLP3N service (also known as Butterfly 3 service)** short sea/feeder service calling at least twice weekly to Rotterdam, Dublin and Cork. Currently operating about 15 vessels on 8 services linking ports in UK, Ireland and Europe, often interchanging between routes, but including

<b>SPICA J</b>	2007	8,246 g	11,186 dwt	140 x 22m	972 teu	ex Spica J-07, C2C Spica-09
<b>PEGASUS J</b>	2006	8,273 g	11,025 dwt	140 x 22m	972 teu	ex Pegasus J-06, Lucy Borchard-07, Gracechurch Planet-08
<b>ILSE D</b>	2010	10,585 g	13,000 dwt	143 x 18m	1,036 teu	ex Nordic Hamburg-25
<b>ELBSPRINTER</b>	2007	7,720 g	9,526 dwt	142 x 20m	809 teu	ex Astrosprinter-07, Transanund-14, Astrosprinter-22
<b>PANDA 002</b>	2007	7,852 g	9,500 dwt	141 x 22m	803 teu	ex BG Dublin-10, Slidor-16, Music-22, Tailwind Panda 002-22
<b>BG RUBY</b>	2010	7,852 g	9,300 dwt	141 x 22m	804 teu	l/a Kasper Schepers, ex Miriam Borchard-19, Miriam-21
<b>BG IRELAND</b>	2007	8,246 g	11,177 dwt	135 x 22m	962 teu	ex Norma J-10
<b>BG EMERALD</b>	2018	12,831 g	13,250 dwt	153 x 25m	1,002 teu	
<b>BG SAPPHIRE</b>	2018	12,831 g	13,250 dwt	153 x 25m	1,002 teu	
<b>BG DIAMOND</b>	2017	12,831 g	13,250 dwt	153 x 25m	1,002 teu	
<b>BG JADE</b>	2018	12,831 g	13,250 dwt	153 x 25m	1,002 teu	
<b>BG GREEN</b>	2024	18,292 g	20,144 dwt	170 x 28m	1,380 teu	
<b>BG RED</b>	2024	18,292 g	20,144 dwt	170 x 28m	1,380 teu	
<b>BG BLUE</b>	2024	18,292 g	20,110 dwt	170 x 28m	1,380 teu	
<b>BG ORANGE</b>	2024	18,292 g	20,212 dwt	170 x 28m	1,380 teu	

## Local Shipping and Port News

### SEMI-SUBMERSIBLE ARRIVES WITH RN WARSHIP

On 1st March, the Dutch 12,824 gross 151m semi-submersible heavy-lift ship **ROLLDOCK STORM** arrived in the Western Docks transporting RN minesweeper **M34 MIDDLETON** from Bahrain. After discharge, she departed on 7<sup>th</sup> to Rotterdam (*image right Murray Barratt*)



### VISITING TURKISH WARSHIPS

After leaving Turkey in January, four Turkish warships arrived on 3<sup>rd</sup> March, for “R&R” after NATO exercises in the Baltic area. The impressive 2023 commissioned fleet command flagship/drone carrier-amphibious assault vessel **L400 TCG ANADOLU** (*above left*) was berthed at the Ocean Cruise Terminal. She has a full load displacement of 27,436 tons, is 232m overall with 32m beam and as well as a ski-ramp for V/STOL aircraft, she also has a large dock for four LCM landing craft or equivalents. Also berthed on the opposite side of the Ocean Dock were frigates **F245 TCG ORUCREIS** and **F515 TCG ISTANBUL**, while auxiliary **A1590 TCG DERYA** was at 40 berth. The group sailed on 7<sup>th</sup> March

### DRUGS FOUND IN CONTAINER AT SCT

On 18<sup>th</sup> March, two men from West Midlands and Merseyside were charged following the seizure of nearly a tonne (943 kg) of cocaine with a street value of £75 million from a container of bananas shipped from Nicaragua to SCT. This important seizure by NCA/Border Force is nevertheless small compared with the UK record hauls at SCT with 3.7 tonnes in 2022 and 5.7 tonnes (£450 million) haul in February 2024, both hauls also found in other banana cargoes from South America.

### MSC – LOCAL SHIP RENAMING AND NEW GLOBAL CONTAINER RECORD

In late March, after discharging containers at SCT at the end of her charter to Premier Alliance’s Iberia Container Line (IBC) service, Columbia Shipmanagement’s 1400 teu container ship **CAPE FERROL** moored at 106 berth for a few days, where on 26<sup>th</sup> March she was renamed **MSC FERROL II** by new owners MSC. About 14<sup>th</sup> April, the MSC container fleet reached a remarkable 1000 owned/operated vessels with delivery of 11,480 teu **MSC MIGSAN** from China’s Zhoushan Changhong shipyard.

### GOSPORT FERRY SERVICE CHANGES HANDS

On 3<sup>rd</sup> March, it was announced that the Portsmouth to Gosport ferry service and its three vessels had been sold by Portsmouth Harbour Ferry Company (controlled by Falklands Islands Holdings) for £11.6 million to Collins River Enterprises, which trades as ‘Uber Boats by Thames Clippers’ on the River Thames.

After Solent trials, this latter company has also taken delivery from Wight Shipyard, of the new 100% electric-powered 39.8m freight/vehicle ferry

**LIGHTNING CLIPPER** (y/n 334), a 20-knot catamaran ferry, seen here fitting out at Wight Shipyard in October 2025. The ferry was towed from the Island to the Thames by Thamescraft Marine’s 22m multicat **SOPHIA D**, but has since only been used for ‘cargo deliveries’ pending establishing a route and timetable.



## Local Shipping and Port News continued .....

### ABP NAMES NEW LARGER PILOT LAUNCH

In February, ABP named its latest and larger Goodchild Marine 171 pilot launch **MONARCH**. She had initially arrived at Gosport in early December to join the smaller Goodchild 136 launches **MAJESTIC**, **MAYFLOWER** and **MARY ROSE**.

### RED FUNNEL PROBLEMS CONTINUE and HYTHE FERRY DEMISE

In mid-March, after several weeks under repair alongside Berth 49, the troubled **RED EAGLE** left for further work at Falmouth, towed by Targe Towing's 2024 Sanmar-built 496 gt tug **CAMPERDOWN (ex Bigacay XI)**.

On 9<sup>th</sup> April, the Hythe and Southampton Ferry Company filed for voluntary liquidation after "exhausting every possible avenue" of grant funding or a new operator. What is the future now for this important link across the estuary?

### MEGA YACHT PAYS SHORT VISIT RETURN VISIT TO COWES ROADS

On 11<sup>th</sup> March, the 9,022 grt Cayman-flag newly renamed **HADAR** spend a few hours in Cowes Roads before departing for Gibraltar, having called in under her former name on the way to her 5-month builders refit for her new owners, described as 'Abu Dhabi royalty'.

Launched in 2019 as **FLYING FOX** by Lurssen in Germany for a Russian oligarch, at a reported cost of \$400 million, the vessel is 136m loa with 22.5m beam. She is complete with two helipads, 12m pool, cinema and accommodation of just 22 guests in 11 luxury cabins supported by 54 crew and is powered by twin MTU diesels with a maximum speed of 20 knots and over 6,000 mile range at 15 knots cruising. *(builders' image)*



### CONTAINER CRANE CHANGES AT DP WORLD

Contractors have recently dismantled the two remaining 2001-built narrow-gauge container cranes, after some 4 million lifts. Andy McAlpine's image *(right)* shows the first 160 tonne boom being removed.



As announced by DP World in February 2025, in a £60 million contract, four new larger Chinese ZPMC-built cranes are due at SCT, the first fully erected pair leaving Shanghai *(above left)* on 26<sup>th</sup> March, as deck cargo on the 1988-built 232m heavy-load carrier **ZHEN HUA 28** (48,107 dwt), currently due to arrive on 13<sup>th</sup> June. The other two cranes are currently scheduled for delivery in mid-September. Each crane weighs over 2000 tonnes and is capable of lifting two 40ft boxes in a single lift. The new cranes will be installed on SCT5, with three existing cranes being relocated from SCT5 to SCT1-4 to replace the two recently dismantled cranes, the first being moved on multi-wheel beams on 19<sup>th</sup> May.

### VLCC DETAINED

On 14<sup>th</sup> May, the 2009-built 297,974 dwt VLCC tanker **PLATA GLORY** (ex Front Kathrine-24) was detained by the MCA, whilst discharging at Fawley Marine Terminal, after arriving from Rotterdam. On the 17<sup>th</sup> May, she was moved to 101 berth in the Western Docks, eventually sailing for Flushing just before midnight on 23<sup>rd</sup> May.