

# WORLD SHIP SOCIETY HAVEN PORTS BRANCH NEWSLETTER

DECEMBER 2021



Haven Ports Branch of the World Ship Society

Join us for our monthly interactive Zoom meetings online

Every 2nd Thursday of the Month

For more information, contact our branch secretary  
derek.sands54@gmail.com

Whilst January and February's meetings are likely to be via Zoom during the cold weather season, the committee will discuss at the AGM how many physical meetings we should have in 2021. Members are invited to attend at the Seafarers centre on December 9<sup>th</sup> at 7.30pm to have their say.

The position looks likely to remain fluid whilst the scientists review the Covid situation.

Your thoughts are always welcome via email to the secretary Derek Sands.



## Recent Callers



The Turkish owned and Vanuatu registered **“Gerd”** at Cliff Quay, Ipswich on 1<sup>st</sup> November. She had arrived from La Pallice earlier in the day and would sail for Ust-Luga, Russia on the 3<sup>rd</sup> November. Built in 1993 by Ferus Smit, Foxhol for C.T. Drent and Sons, Delfzijl as **“Morgenstond I”**. They renamed her **“Baltic Tara”** in 1999 before selling her to German owners in 2007 as **“Heidi O”**. The following year she was renamed **“Gerd”** by other German owners, before Turkish interests registered her to Port Vila, Vanuatu in 2019.



A regular caller in the Haven ports and seen here at Cliff Quay Ipswich also on 1<sup>st</sup> November is **“Nordica Hav”**. She arrived from Rotterdam and would sail two days later for Schiedam. Her details can be found in earlier editions of the newsletter. *(Both Photos Contributed)* (2)





Making her first visit to Ipswich having arrived from Vlaardingen the previous day **“Manisa Alena”** is seen loading at the Grain terminal on 5<sup>th</sup> November. She was completed by Chinese builder Nanjing Huatai in November 2011 as **“UBC Manzanillo”** for Dutch owners. In 2017 she was registered to Swiss owners as **“Sider Manzanillo”** and in 2019 she was chartered to Naples based Manisa Bulk, by her current German owners as **“Manisa Alena”** (Photo Contributed)



Also seen on 5<sup>th</sup> November alongside Cliff Quay, Ipswich is **“Helen Anna”** having arrived from the Russian port of Ust-Luga. She bears the familiar profile of a ship built by Slovakia’s Slovenske Lodenice, Komarno. In her case completion by her builders was in November 2010. She spent some time in 2013 on charter to Wilson as **“Wilson Lubeck”**, she has carried her current name for the rest of her career. (Photo Contributed)





Wearing the funnel colours of Ahlmark Lines based in Karlstad, Sweden is “**Aspen**” alongside Cliff Quay on 5<sup>th</sup> November having arrived from Bremen. She started life in May 2000 when launched as “**Heinrich G**” by Daewoo-Mangalia, Romania. However she was completed for German owners as “**Barbel P.**” in December by Pattje, Waterhuizen. Renamed “**Bukanier**” by Briese Schifffahrts in 2006, she was sold to Dutch Flag owners Marin Ship BV a year later and chartered to Ahlmark as “**Aspen**”. She sailed for Antwerp arriving there on 6<sup>th</sup> November. *(Photo Contributed)*



Arklow Shipping vessels are regular visitors to Ipswich from various ports such as Belfast, with stone and regular shipments of cement from Bilbao. Having finished cargo operations “**Arklow Villa**” lays alongside Cliff Quay on 5<sup>th</sup> November. One of ten sisters all built by the Royal Bodewes yard at Hoogezand in the Netherlands. She was the last of the series to be completed in July 2018. *(Photo Contributed)*



Passing Harwich outbound from Parkeston Tanker Jetty on 6<sup>th</sup> November is “**Eske**” wearing the colours of Turkish shipowners Besiktas. Completed in April 2010 as “**Chem Violet**” by Cenek Tersanesi, Tuzla, she always seems to have been Turkish owned. Acquired by Besiktas in 2020 she gained her current name. This appears to be her first visit to the harbour under either name. *(Photo by Derek Sands)*



The second of the class to visit Felixstowe, “**Seatrade Orange**” making her first call on 9<sup>th</sup> November. One of five sisters constructed by the Yangfang Group, Zhoushan, China, she was completed in April 2016. Having sailed on November 11<sup>th</sup> she returned to Felixstowe on the 20<sup>th</sup> sailing three days later for Hamburg. *(Photo Contributed)*





Two photos now of a ship that has featured in the shipping scene at Felixstowe recently. Chartered by Maersk she is employed on shuttling between Felixstowe, Dunkirk, Hamburg and Wilhelmshaven. She is actually due from the aforementioned port on 2<sup>nd</sup> December. Currently owned by German company Zeaborn Shipping. She became “**Gardiner**” as seen above in June 2021 and has six former names having always operated in the charter market for various owners. Launched as “**Marita Star**” in 2003 by Hyundai, Ulsan she immediately went on charter as “**P&O Nedlloyd Marita**” this was shortened to “**Nedlloyd Marita**” in 2005. In 2014 a charter to Hamburg Sud changed her name to “**Cap Bonavista**” According to Equasis she was briefly “**E. R. Capetown**” in 2016 before the prefix was changed to “**BSL**” and finally getting her present name in 2021. Her handy capacity of 2,556 TEU continues to find her employment. *(Photos Contributed)*



One of a series of thirteen ships constructed so far, by the Russian shipyard of Okskaya Sudowerf, Navashino. The town itself is situated far inland on a branch of the Oka river, a tributary of the Volga. “**Astrol-6**” was completed in February 2021 and is 141 metres overall with a gross tonnage of 6,305 and a deadweight of over 8,000 with a relatively shallow draught for inland river navigation. Seen here at Cliff Quay on 12<sup>th</sup> November after arriving from Lisbon for her first call at the port. *(Photo Contributed)*



Sailing for Rotterdam on 17<sup>th</sup> November after her first call at Felixstowe. “**Seatrade White**” like her sisters was built by the Yangfang Group, Zhoushan, China. Completion in December 2016 made her the third one of the five sisters built for Dutch company Seatrade Groningen. After Rotterdam calls were made at Le Havre and Vigo before heading across the Atlantic for Guadelope. *(Photo Contributed)*





“**Emslift Nelli**” at Trinity Terminal, Felixstowe on 17<sup>th</sup> November. She arrived from Thamesport presumably to load a large item of cargo. She was in port for 22 hours before departing for Aaheim in Norway. In both photos the steadying outrigger can be seen deployed. Launched in June 2013 by Polish shipyard, Partner at Police, she was completed in December by Shipkits, Groningen. Originally named “**Arctic Dawn**” and owned by Hartmann and managed by Abis shipping. Amasus acquired her from the troubled Abis in 2017 and renamed her as above. This was her first visit to the harbour. *(Photo by Alex Dace)*



Looking very different in this stern view taken a little earlier than the previous shot. *(Photo Contributed)*





With Harwich in the background, Dutch survey vessel “**Geo Focus**” carrying out work in the harbour on 17<sup>th</sup> November. This is her first visit, although other vessels from the Geo Plus fleet have worked in the harbour before. She was built in the Netherlands in 2012 by the De Haas shipyard at Maassluis. She is equipped with a deck crane and A frame for various tasks. Powered by two, six cylinder Caterpillar Diesels and capable of 13 knots with a range of 1,200 nautical miles. Eighteen personnel can be accommodated and she is suitable for working in all types of conditions, with a heated deck to provide safe footing for crew in winter conditions. *(Photo Contributed)*

Below is a view of the always busy, De Haas shipyard at Maassluis on 23<sup>rd</sup> June 2009. The yard is situated in a backwater very near to residential properties in the town of Maassluis. *(Photo by Derek Sands)*





Good to see Hamburg Sud ships back in the harbour, here is a distant view of “**Monte Azul**” loading for Rotterdam at Trinity 7 berth on 20<sup>th</sup> November. Built by Daewoo, Mangalia in 2008, she is currently heading for ports in Brazil. *(Photo Contributed)*



Heading for a five day stay at Parkeston Quay as she passes Felixstowe on a dull 20<sup>th</sup> November is “**Geo Ocean III**”. Built as the platform supply vessel “**Vissolela**” in 2004 by De Hoop, Lobith, Netherlands. The shipyard is situated far inland on the River Rhine, east of Nijmegen and very close to the German border. With owners Bourbon running into financial problems ownership passed to Luxembourg based Geoxyz SA in 2018 and she was reconfigured as an offshore support vessel. She left Parkeston Quay on 25<sup>th</sup> November for the Perenco Gas Field off Lowestoft. *(Photo Contributed)*





Discharging at Cliff Quay, Ipswich on 22<sup>nd</sup> November is Bulgarian built **“Frisian Ocean”**, completed by the Rousse shipyard in September 2011. Her owners are the family run Boomsma Shipping BV of Sneek in the Netherlands, the company was founded in 1968. She had arrived from Kotka in Finland on 19<sup>th</sup> November and would sail for Aaheim, Norway on the 23<sup>rd</sup>. *(Photo by Mick Warrick)*



**“Marry-S”** lays alongside Cliff Quay, Ipswich on 25<sup>th</sup> November. She had arrived from Kruibeke in Belgium the previous day and would sail for Newhaven on 27<sup>th</sup> November. Completed in December 1997 as **“Elan”** by Peters, Kampen for Dutch owners based in Harlingen. Remaining Dutch owned when becoming **“Anne-S”** in 2004 but now registered in Kampen. In 2011 she was renamed as above still registered in Kampen. She is as this is written heading for Jorf Lasfar in Morocco. *(Photo Contributed)*



Capable of self discharging “**Sunnanhav**” is at the Old Power Station berth, Ipswich on 26<sup>th</sup> November. The Faroe Island flagged ship arrived from Kunda, Estonia earlier in the day. Built in 2006 for Erik Thun by Ferus Smit, Leer. The cargo is believed to be cement. *(Photo Contributed)*





Viewed from the high ground, off the road leading to Shotley, and from water level in the photo below from Shotley Marina.



**“Jazan”** looks well in the colours of her owners, Hapag-Lloyd. Originally built for United Arab Shipping Company in 2008 by Hyundai, Ulsan. The UASC agreed a merger with Hapag-Lloyd in 2016 retaining 28% of the shares. The ship exchanged her Saudi Arabian Flag for that of Liberia also in 2016.  
(Photos Contributed)



Two superb views of Schulte Group's "**Lucie Schulte**" arriving at Felixstowe on the 27<sup>th</sup> November from Wilhelmshaven. She would depart two days later for the same port, and is scheduled to return to Felixstowe on December 5<sup>th</sup>. Launched in May 2006 with her current name, she immediately went on charter as "**Maersk Norwich**". Reverting to "**Lucie Schulte**" in 2016 she is once again chartered to Maersk but only short term. it would seem. This is possibly her first call under her present name. *(Photos Contributed)*





Passing the viewing area Felixstowe on 27<sup>th</sup> November on her way to bunker **“Lucie Schulte”** is **“Sikinos”**. Having come from Rotterdam she headed for Dunkirk later on the 27<sup>th</sup> after completing bunker operations. Built in China by Fujian Southeast Shipyard, Fuzhou in 2011, she was launched as **“Tinos”** but renamed as above on completion. *(Photo Contributed)*



Discharging at Cliff Quay on 29<sup>th</sup> November is **“GT Auriga”**. She had arrived from Riga the previous day and would sail in ballast for Kings Lynn on 1<sup>st</sup> December. Completed in April 1993 by Ganz Danubias, Budapest as **“Marie Chris”** she was immediately renamed **“Lys-Chris”** until 2007 when she became **“Elbetal”**. Just a year later she was **“Astra”** and in May 2021 she gained her present name. This is her first visit under her current name. *(Photo Contributed)*



Photographed from the end of Harwich's Stone pier as she makes her way into the harbour, bound for Ipswich on 29<sup>th</sup> November. "**Hermas**" having left the German port of Vierow on the 26<sup>th</sup> of November had transited the Kiel Canal on her voyage. She left Ipswich on 29<sup>th</sup> November bound for Dunkirk.

Completed by the Dutch shipbuilder Pattje at Waterhuizen in October 2010 as "**Sider Venus**" for Italian owners. Wearing her owners dark blue hull and blue funnel with red band and white "S". She was acquired by Arklow Shipping subsidiary, Invermore Shipping in 2005 and renamed "**Arklow Venus**" under the Irish flag. Accordingly she was painted in Arklow's bright green hull and white funnel with badge. She passed to Arklow Shipping Nederland BV in 2008 hoisting the Dutch flag.

BBS Bulk AS of Norway became registered owners in 2008 but there was no change of name and Arklow Nederland remained as managers. In 2015 Hermann Lohmann of Germany bought her and she was renamed to her current name. But Equasis quotes both the Antigua and Barbuda flag and the German flag was raised from this time! Hull and funnel colours were in the process of being changed back to blue in October 2015. In 2019 she gravitated to the flag of Cyprus, still under Lohmann's ownership. (Photo by Mick Marshall)



## Brightlingsea Shipping



Seen on a previous arrival at the port in August “**RMS Baerl**” arrived in ballast from Immingham on 3<sup>rd</sup> November to load scrap for Pasajes in Spain. She sailed for that port on the following day. Her details can be found in earlier Haven ports newsletters. *(Photo by Derek Sands)*

Seen here approaching Ipswich in July 2010 “**Eems Spring**” was the other caller at Olivers Wharf, Brightlingsea in November. She arrived with cement from Setubal on 19<sup>th</sup> November and sailed the following day for Hamburg in ballast. One of a number of similar vessels built to the Tille Trader 3300 design in Vietnam. She was launched in December 2008 and completed in December 2009 by 1-89 Enterprise, Haiphong. She has never carried another name. *(Photo by Derek Sands)*



Whilst the dredger “**Sospan Dau**” was working around Mersea Island the utility vessel helping her **MCS Anneke**” laid by in Brightlingsea after phase one of the beach recharging project was completed.

The next scheduled arrival at Olivers Wharf is due on 2<sup>nd</sup> December

## Mistley Shipping



“**Thebe**” arriving at Mistley on 9<sup>th</sup> November from Teesport. Due to her deep draft she arrived on the top of the tide with very little margin for error. She sailed for Brake in Germany on the 11<sup>th</sup>. German owned by Sunship Schiffahrtskontor of Emden. A product of the Vard shipyard at Tulcea, Romania in 2000 she has never carried another name (*Photo by Steve Cone*)

Arriving stern first from Poole in ballast on the 13<sup>th</sup> November “**Baltica Hav**” will load Malt for Buckie on the Moray Firth. The second ship of Hav Bulk to bear this name they were confusingly both built by Hugo Peters at Wewelsfleth only a year apart. This one was completed in September 1984 as “**Osterberg**” after only three years she was renamed “**Phoenix**” and in 1994 “**Phonix I**”. Union Transport of London purchased her in 1995 and renamed her “**Union Pluto**”. With still plenty of life left in her she entered the aggregate trade as “**Pluto**” in 2013 and had an excavator fitted. After four years this was removed when Hav Bulk acquired her as “**Baltica Hav**”. (*Photo by Steve Cone*)

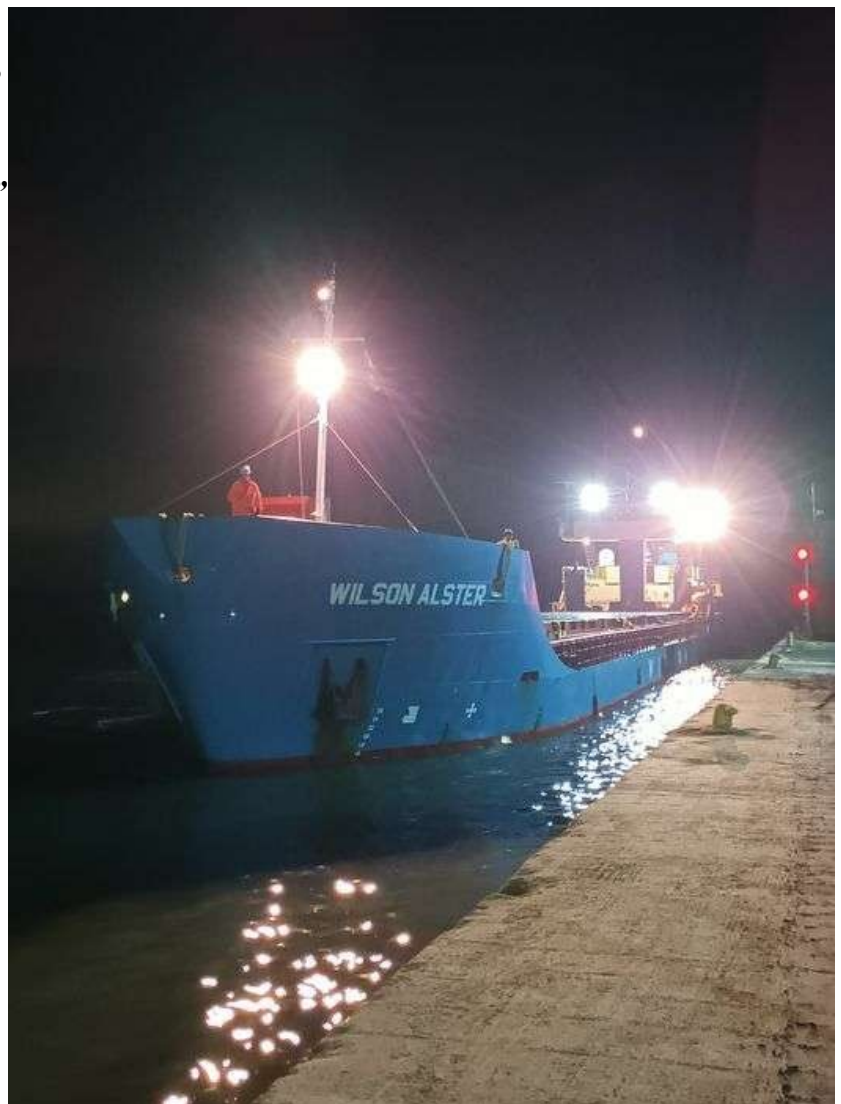






Regular caller “**RMS Cuxhaven**” arriving with another cargo of bricks from Aalst on 14<sup>th</sup> November. Departing on the 16<sup>th</sup> for Haaften she arrived in Ipswich from there on 19<sup>th</sup> November. Her next port was Immingham when she arrived there from Ipswich on 24<sup>th</sup> November, before crossing again to the Netherlands and Dordrecht on 25<sup>th</sup>. Her details are in previous Newsletters. *(Photo by Steve Cone)*

Yet another night time arrival as “**Wilson Alster**” berths on the 16<sup>th</sup> November. She has also come from Aalst with bricks and would depart the following day for Rouen. Launched as “**Adriana**” in 2002 by Czech yard, CSPL of Chvaletica she was not completed for C&H Heuevelman BV as “**Pasadena**” until May 2005. Shortly after she was renamed “**Adriana**” and then in 2008 sold and renamed “**CFL Ruler**” a year later she came under control of Netherlands based Vertom as “**Celine**” and finally Wilson purchased her and renamed her in 2015. *(Photo by Steve Cone)*





After making the very short ballast voyage from Great Oakley, “**River Trader**” arrives stern first on 19<sup>th</sup> November. She is to load for Jersey and departed for St Helier on 23<sup>rd</sup> of November, arriving there on the 25<sup>th</sup>. Launched into the River Hull, by Yorkshire Drydock Co. in September 1989, she was completed three months later. Her owners R. Laphorn named her “*Hoo Beech*”. Sold in 2006 and renamed “*Teal*” she was then acquired by River Trader Marine SA of Beckenham, Kent in 2009 when she gained her current name.  
(Photo by Steve Cone)





Seen here in a previous arrival at Mistley. **“Runner”** arrived on the morning of 30<sup>th</sup> November from Inverness with wood pellets. Her details are in a previous newsletter. She sailed for Schiedam on 2<sup>nd</sup> December.  
(Photo by Steve Cone)

Making the short voyage in ballast from Ipswich, Latvian flagged **“Bonita”** arrives in the early evening of 30<sup>th</sup> November. Despite her small size she had assistance to turn in the river from local tug **“Gray Test”**. She loaded Malt for the Moray Firth port of Buckie. A veteran of 34 years service she came from the Dutch shipyard of Ferus Smit, Westerbroek when completed in February 1987 as **“Riha”** and almost immediately renamed **“Laura II”** under the Dutch flag. When sold and renamed **“Reest”** in 1994 she swapped her blue hull for a bright red one. Her name was shortened to **“Est”** when sold to Latvian owners in 2001 and in 2006 her hull became blue once more. Sold to other Latvian owners in 2014 and renamed **“Bonita”**  
(Photo by Steve Cone)



## Dredging



Venturing into West Mersea harbour with suitable caution for a ship of her size on 5<sup>th</sup> November. “**Sospan Dau**” must be the largest ship ever to enter the harbour as she discharges material dredged from around the Platters area of Harwich approach channel. The material is being discharged in three sites around Mersea Island to help guard against erosion. *(Photos by Ian Clarke)*





**“Sospan Dau”** carries out further beneficial discharge of dredged material at Wrabness beach in the River Stour on 19<sup>th</sup> November. She left the harbour around 28<sup>th</sup> November and is currently working in the Sussex port of Newhaven. *(Photos by Alex Dace)* (23)



Boskalis owned dredger **“Medway”** arrived on 26<sup>th</sup> November from Bremerhaven to carry out maintenance dredging in the harbour. She has been here quite a few times now so is a familiar site. Built by Sietas, Neuenfelde, Hamburg for German owners as **“Eke Mobius”** in 2012. She was acquired by Boskalis in 2017 and renamed as above. *(Photo Contributed)*

Further dredgers are scheduled to arrive in the Haven Ports over the week ending 4<sup>th</sup> December. **“Vox Maxima”** and the smaller **“Scald”**, which will be carrying on the beneficial placement of dredged material around Mersea Harbour for a period of approximately forty two days. (Source HHA )



## An Ipswich Ship with Many Names

**Britain** 100tOM brig. Completed 1764 at Ipswich. Owned by Jonas Dael (master), (L.R.1778). Classed E1 at Lloyd's. Trade: London to Ostend. (L.R.1778) "Now the **New Trimmer**," later 1778 **Eendracht**. (L.R.1779) "Now the **Europe**, Nueremburg master". Owned by E Rumberg. **Europe** 100tOM brig. C.1764. Owned by E. Rumberg. (C. Nurumburg master). (L.R.1780). Classed E1 at Lloyd's. Or perhaps more correctly **Courier de L'Europe**. This is probably an example of the Austrian flag as a flag of convenience, Austria was neutral during the American War, and Ostend was in the Austrian Netherlands. Such ships were frequently British owned and manned, with an Austrian or Belgian part owner and master to maintain the fiction of their Austrian flag. There were apparently instances of Britons acquiring Austrian nationality to act as masters. Johnson and Dael (or Dahl, or Dale) may have been examples of this. Note the apparent confusion about the name of the vessel, and frequent changes of master. She ran a shuttle packet service between the Thames, at Gravesend, and Ostend. *Lloyd's List* 10/9/1779, **Courier de L'Europe**, arrived 9 Sept. from Ostend. *Lloyd's List* 21/9/1779, **Courier of Europe**, Kempia master, arrived 19 Sept. from Ostend. *Lloyd's List* 14/3/1780, sailed March 10 from Gravesend for Ostend. *Lloyd's List* 21/3/1780, arrived 17 March from Ostend. *Lloyd's List* 14/4/1780, **Courier de L'Europe**, Nuremburg master, sailed April 11 for Ostend. *Lloyd's List* 12/5/1780, arrived 11 May from Ostend. *Lloyd's List* 13/6/1780, arrived 12 June from Ostend. *Lloyd's List* 14/7/1780, **Courier de L'Europe**, Dale master, arrived 11 July from Ostend. *Lloyd's List* 1/9/1780, **Courier de L'Europe**, Dale master, arrived 31 Aug. from Ostend. *Lloyd's List* 13/10/1780, **Courier de L'Europe**, Nuremburg master, arrived 11 Oct. from Ostend. *Lloyd's List* 3/11/1780, **Courier de L'Europe**, Dale master, arrived 2 Nov. from Ostend. *Lloyd's List* 17/11/1780, , 16 Nov. sailed for Ostend. *Lloyd's List* 12/6/1781, **Courier of Europe**, Oepts master, arrived Gravesend 11 June from Ostend. *Lloyd's List* 20/3/1781, **Courier of Europe**, Dahl master, sailed 18 March for Ostend. *Lloyd's List* 20/4/1781, sailed 18 March for Ostend. *Lloyd's List* 29/11/1781, **Courier of Europe**, Dale master, 20 April arrived from Ostend. *Lloyd's List* 25/5/1781, arrived 24 May from Ostend. *Lloyd's List* 16/10/1781, **Courier of Europe**, Johnson master, arrived 15 Oct. from Ostend. *Lloyd's List* 23/11/1781, sailed 19 Nov. for Ostend. *Lloyd's List* 25/1/1782, sailed 23 Jan. for Bruges. *Lloyd's List* 22/2/1782, arrived 19 Feb. from Ostend. *Lloyd's List* 19/3/1782, sailed 17 March for Ostend. *Lloyd's List* 19/4/1782, arrived 18 April. from Ostend. *Lloyd's List* 21/5/1782, arrived 19 May from Ostend. *Lloyd's List* 28/6/1782, arrived from 27 June Ostend. *Lloyd's List* 6/9/1782, arrived 3 Sept. from Ostend. *Lloyd's List* 8/10/1782, arrived 5 Oct. from Ostend. *Lloyd's List* 25/10/1782, arrived from Ostend. *Lloyd's List* 7/1/1783, arrived from 5 Jan. Ostend. *Lloyd's List* 11/4/1783, arrived 10 April from Ostend. *Lloyd's List* 2/5/1783, **Courier of Europe**, arrived 1 May from Ostend. No later mentions found in *Lloyd's List*. She probably changed her name again.

*(Researched and written by John Collins)*

## Blast from the Past



### **ENA - ON : 122974**

Built 1906, by W.B.McLearon, Harwich

GRT : 73 / DWT : ??

Overall Length : 26.8 metres x Beam 6.3 metres.

Machinery : None when built

### **ENA photographed 21 September 1980 at Harwich**

Information: <https://thamesbarge.org.uk/boats/ena>

#### Details from the website

Official No.122974, 73 ton. Built of wood at Harwich in 1906 by W.B.McLearon, 88.2 x 20.6 x 6.9 (all feet)

Ena is currently at the end of her life, having been dumped on the Hoo mudflats and with only the slimmest possibility of being resurrected. [Sad picture of the current state of the barge on mudflats in the above website](#)

The barge went to Dunkirk as one of the Little Ships and having been left on the beaches, she was refloated by soldiers and sailed back to England.

She had an auxiliary Ruston 80 engine installed she was re-registered as a motorbarge in 1949. Rerigged by her only owners then R & W Paul Ltd in 1973 for their Social Club. Sold to Luke Deards in 2001, she was the subject of a restoration programme, Salvage Squad.

*(Photos and information by Tim Webb)*





**GUY CHIPPERFIELD - IMO : 7367926 photographed on 21 September 1980 at Colchester**

Built 1974, by Scheepswerf Bodewes Bergum B.V., Bergum, Netherlands (Yard # 171) as GUY CHIPPERFIELD GRT : 428 / DWT : 645 Overall Length : 47.8 metres x Beam 8.8 metres. Machinery : 1 shaft driven by a Mirrlees Blackstone - 4 stroke single acting 6 cylinder oil engine Speed : 9.5 knots

History      *POR = Port of Registry*

- 1974: GUY CHIPPERFIELD : Mardorf, Peach & Co Ltd : POR London
- 1982: ELLEN W. : W.B.Woolley (Scotland) Ltd : POR London
- 1984: ELLEN W. : Unilever UK central Resources Ltd : POR ?? UK
- 1985: ELLEN W. : Custodian Leasing Ltd : POR ?? UK
- 1986: ELLEN W. : Clientcare Ltd : POR ?? UK
- 1993: ELLEN W. : Tara Shipping Ltd : POR Kingstown
- 2000: EILEEN H. : Overseas Marine Trade Ltd : POR Ulan Bator
- 2004: MARINA EXPRESS : Overseas Marine Trade Ltd : POR Limbe
- 2007: MAYUMBA EXPRESS : Overseas Marine Trade Ltd : POR Limbe
- 2012: Deleted from Lloyds Register – existence in doubt (*Photos and information by Tim Webb*)



**“Afric Star”** at Felixstowe on 6<sup>th</sup> May 1975. She had only been completed in February by Smith’s dock, South Bank, Middlebrough. In 1986 she was renamed **“Lanark”** still under the British flag and she spent some time laid up in the River Blackwater. In 1998 she reverted to her original name but firstly under the Liberian flag and then Bahamas. During all the changes the Vestey group still seemed to be the ships owner. Alang breakers took her in September 2001. *(Photo by Malcolm Cornes)*



London and Rochester Trading’s **“Elation”** at Colchester during 1980. Completed in April 1963 by Coops, Hoogezand. She was sold in May 1983 to R and I. Blaize, Lewisham. In 1992 she was sold to Orein Headly of Port of Spain, Trinidad and Tobago and crossed the Atlantic to trade in the Caribbean as **“Veronica L.”**. In January 1993 she foundered in the outer harbour at St George, Grenada and became a total loss.

*(Photo by Mick Warrick)*





A sight very likely to be seen in the mid 1970's if you travelled on the Harwich to Hamburg Ferry. **“Ciudad De Guayaquil”** is just leaving the port of Hamburg. Built in 1958 as a general cargo ship with some refrigerated capacity, by EN Elcano, Seville. Her owners Flota Mercante Grancolumbiana SA registered her in Guayaquil so she flew the flag of Ecuador. They had quite a large fleet mainly under the Columbian flag at this time, the company was liquidated in the mid 1990's. **“Ciudad De Guayaquil”** was sold to Greek owners in 1980 and renamed **“Cefallonian Ambition”**. She went to breakers at Gadani Beach in December 1984.  
*(Photo by Andrew Cudbertson)*

Newsletter compiled by Derek Sands and edited by Neil Davidson.

With grateful thanks to David Hazell for all his contributions.

Also thanks to the following: Malcolm Cornes, Mick Warrick, Mick Marshall, Tim Webb, Geoff Cone, Steve Cone, Alex Dace, Ian Clarke, John Collins, Tim Webb, Andrew Cudbertson 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 [dereksands54@gmail.com](mailto:dereksands54@gmail.com)