

World Ship Society Haven Ports Branch Newsletter

November 2021



(Photo by David Hazell)

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
doreasand554@gmail.com

First physical meeting at the Seafarers Centre will be the Branch AGM in December instead of a Zoom meeting

Recent Callers



“Estelle Maersk” being assisted round the Beach End as she enters the harbour, bound for number eight berth on 25th September. She is arriving from Tanger Med in Morocco and would leave the following day for German ports. One of eight sisters all built by Odense Staalskibs at Lindo, she was completed in November 2006, the second of the class. *(Photos contributed)*



Working hard as stern tug on **“Estelle Maersk”**, Vietnamese built **“Svitzer Deben”** which came from Song Cam of Haiphong in 2015. One of four large ship handling tugs based at Felixstowe. *(Photo contributed)*



German flagged coaster **“Sarah-B”** about to leave the River Orwell, after sailing from Ipswich on 25th September. Built for Russia in 1995 as **“Kovera”** by Arminius, Bodenwerder on the River Weser. Having come from Drogheda in Ireland, she is now heading for Antwerp. Her owners JEB Bereederungs have a large presence in inland shipping. *(Photo contributed)*



Luxury cruise ship “**Island Sky**” outbound in the River Orwell after her second recent visit to the port. She is doing round UK cruises for Noble Caledonia and is managed from Sweden by Salen Ship Management. Built in 1992 as “**Renaissance Eight**” by Nuovi Cant Apunia, Marina di Carrara, Italy, she was renamed “**Renai II**” in 2001 after Renaissance Cruises failed. Became “**Sky**” in 2003 and “**Island Sky**” in 2004. (Photos contributed)



Alongside Trinity Terminal, Felixstowe on 25th September is recently renamed **“W. Kithira”**. Previously known as **“Maersk Kithera”** she exchanged her “Maersk” blue hull for her original black. Known then as **“P&O Nedlloyd Cook”**, her heritage can be clearly seen in the photo below. She was completed in July 2001 by Hyundai, Ulsan.
(Photos contributed)





Bow view of **“W. Kithira”** at Trinity Terminal, she is now owned by Cyprus based Kekona Shipping with Hanseatic Chartering, Cyprus as managers. Below she is seen leaving lightly laden for Rotterdam on 27th September. *(Both photos contributed)*





Arriving late afternoon at Felixstowe on 26th September is “**Mandalay**” for her first call at the port. Working for CMA CGM on their Panama direct service, her previous ports were Manzanillo in Panama, Kingston (Jamaica), Zeebrugge and Rotterdam. *(Photo contributed)*



After almost exactly one day at Felixstowe she left in the evening sunshine of the 27th. She was making the short voyage to London Gateway, before leaving for Dunkirk, Le Havre and New York. Her registered owner is Waterfront Park Shipping of Singapore, with management by Hanseatic Unity Chartering of Germany. Bernard Schulte must be involved somewhere as the ship is wearing their funnel colours. She was completed in September 2019 by the Yangfan Group, Zhoushan, China. *(Photo by Derek Sands)*



Passing Felixstowe outbound for Stanlow on the Manchester Ship Canal on 27th September is **“Ozden-S”**. She had arrived at Parkeston Tanker Jetty from Pernis, Rotterdam the previous day. Built for Turkish owners by Turkish Shipyard, Yildirim, Tuzla in 2006, her registered owner is surprisingly RF Tankers of Oslo, despite her retaining her Turkish sounding name. Flying the Maltese flag completes the multinational mix. In the background is multicat utility vessel **“MCS Anneke”** which is helping with the latest dredging program.
(Photo contributed)



Passing Felixstowe on 30th September inbound for Ipswich is **“Tifjord”**. She has come from the Norwegian port of Seljestokken with a cargo of stone. She departed in ballast for Kings Lynn the following day. Launched by Damen, Galati in December 1998, she was completed under the Swiss flag as **“Marie-Jeanne”** by Damen, Foxhol in May 1999. In 2007 she was sold and renamed **“Bouga”** moving on to Norwegian owners Berge Rederei in 2017 she gained her present name and the excavator mounted on deck. (Photo contributed)



Also passing Felixstowe on 30th September inbound for Ipswich from Terneuzen is Dutch flagged **“Jade”**. Owned by F. Jonge of Amsterdam, she is managed by Wagenborg. Launched as **“Priscilla”** in May 2007 by Yichang Shipyard, China, she was completed by Veka, Lemmer but not until July 2010 (*Photo contributed*)



Arriving at Felixstowe from Bremerhaven on charter to Maersk is **“Songa Puma”** to load for a return to Bremerhaven. She is currently shuttling between, Felixstowe, Bremerhaven and Wilhelmshaven. Built for German owners as **“Algarrobo”** in 2009 by China’s Yangfan Group, Zhoushan, a charter saw her renamed **“Cap Roca”** in 2016, reverting to her launch name in 2019 and then **“Robin 1”** in 2020. Her registered owner is now SC Shipmanagement of Paisley which is part of the Norwegian, Arne Blystad Group. Blystad has a number of ships with the “Songa” prefix and the above got her current name in 2021. (*Photo contributed*)



Making her first visit to Felixstowe as she arrives from Tanger Med on 6th October is “**Maersk Cape Coast**”. She will load empties for the same Moroccan port and leave for there on the 10th. After a call at Algeciras she made for the West African ports of Lome, Cotonou and Tema. She was completed in May 2011 by Hyundai, Ulsan as a “WAFMAX” type, presumably the largest that can be accommodated in the West African trade with a length of 249 metres. *(Photo by Derek Sands)*



A stern view as she makes for the berth at Trinity Terminal in less favourable light. *(Photo contributed)*



Leaving Ipswich on 7th October for Cadiz is “**Manisa Belen**”. She had arrived in ballast two days earlier for her first call at the port. On charter to Manisa Bulk of Naples from her current owners based in Latvia, she started life as “**Marneborg**” for Wagenborg in 1998, a two year charter saw her renamed “**Normed Istanbul**” in 2004, reverting to her launch name in 2006. Her name was shortened to “**Arne**” in 2012 before her current name was painted up in 2021. *(Both photos contributed)*





Seemingly empty as she arrives at Felixstowe from Antwerp on 11th October, first time visitor “**AS Nora**” takes two tugs as she makes for Trinity Terminal. On charter to CMA CGM from MPC Munchmeyer group, Germany, (Ahrenkiel Steamship). Launched as “**HS Ravel**” for Hansa Shipping by Rongcheng Shenfei Shipbuilding, China, she was completed as “**Nordic Stralsund**”. This was shortened to “**Stralsund**” in 2020 and she gained her present name in 2021. Below she leaves the port on 14th October with what looks like a cargo consisting of empty boxes. After calls at Dunkirk and Le Havre, she sailed for Mersin in Turkey. *(Both photos contributed)*





Alongside Cliff Quay and making her first visit to Ipswich under her current name, **“Fitburg”** is seen on 11th October. She had arrived earlier in the day from Abu Qir, Egypt with a fertiliser cargo. Despite her being registered in Basseterre, St Kitts, she is owned in Turkey. Launched as **“Finex”** in June 2001 by Daewoo-Mangalia, she was completed by Bodewes Volharding, Foxhol in the December as **“Volmeborg”**. She reverted to her launch name in 2006 and was sold in 2014 to her current owners and renamed. Leaving for the north Russian port of Archangel on 13th October she arrived there on the 23rd. *(Photo contributed)*



Arriving at Ipswich for the first time on 11th October from Klaipeda is **“Rubino”**. She replaced a tanker of the same name in the Italian owned Finbeta fleet in November 2020. The company which is controlled by the Bertani family, acquired her from Turkish owners for whom she was built as **“Cevdet A.”** by Admarin Denizcilik, Tuzla in 2008. *(Photo contributed)*



Arriving at Felixstowe for the first time, from Rotterdam is recently acquired “**MSC Vilda**” on 12th October. Originally Maersk Line’s “**Sofie Maersk**” built in Denmark in 1998 by Odense Staalskibs, Lindo, her superstructure was heightened in late 2011 or early 2012 to improve visibility from the bridge. MSC are busily expanding their fleet with new and second hand purchases to make them the world's biggest container line. This one looks like she could do with some remedial attention. She sailed for Antwerp on 14th October and is presently en route to Colombo in Sri Lanka with ETA of 4th November. *(Both photos contributed)*





Passing Felixstowe outbound for Sluiskil from Parkeston Tanker Jetty on 12th October is “**LS Evanne**”. She had arrived from Rotterdam the previous day with a part cargo. Built for Turkish owners as “**Kormel**” by Umo, KD-Eregli, Turkey, in 2010, she was acquired by Dutch company Lauranne Shipping BV in 2012 and was renamed as above. (Photo by Mick Warrick)



Having arrived from Antwerp and spending some time at the Sunk deep water anchorage “**MSC Bettina**” is now sailing from Felixstowe on 13th October. She is heading direct to Singapore with an ETA of 4th November. Launched in June 2009, she was not completed until July 2010 by Samsung, Koje, South Korea. (Photo contributed)



The venerable “**GPS Napia**” passing Felixstowe on 13th October towing “*Haven Seajack 2*” for Ipswich. Built in 1965 by the Dutch, Scheepwerf Jonker and Stans, based at Hendrick Ido Ambacht on the tidal river Noord. Originally the Dutch owned “*Volharding 12*” she seems to have been acquired by GPS of Upnor, Kent in 2013 when she was upgraded. *(Photo contributed)*



Making a second visit to Ipswich this year on 13th October is Maltese flagged “**Manas**”. Having come from Porvoo in Finland she left for Rotterdam the following day. She is managed by Dutch company Tune Chemical Tankers of Hellevoetsluis. Completed in Tuzla, Turkey by Tersan Shipyard in December 2008 she has never carried another name. *(Photo contributed)*



Global Ship Leasing's "**GSL Kalliopi**" arrives at Felixstowe from Tanger Med, Morocco on 16th October. Her owning company is the result of a spin off from French CMA CGM which merged with Marathon Acquisitions Corp of New York and Poseidon Containers (George Youroukos). Ships in the company are mostly managed by Technomar of Athens. Launched as "**E.R. Seattle**" by Hyundai, Ulsan, she was completed in October 2004 as "**Cosco Seattle**" beginning a charter for COSCO which lasted until 2013. For her next charter to MSC in 2013 she became "**MSC Seattle**". Renamed "**E.R. Santa Barbara**" after this charter in 2018 and sold to GSL in 2019 and renamed as above. Her current charter of \$14,500 per day to Maersk ends in the fourth quarter of 2022 with a further two year option. *(Photo contributed)*



After discharge at Ipswich where she arrived on 16th October, "**Manuela S.**" passes Felixstowe on her way to Brake two days later. Built in 1989 for Bore Line of Finland as "**Trenden**", by the well renowned Sietas yard at Neuenfelde, Hamburg, she went to Maltese flagged operators in 2011 as "**Trenland**" and was photographed in the River Orwell under that name in May 2016. This was her first call under her current name gained in 2021 when ownership became Kevin S. GMBH of Seevetal, Germany. *(Photo contributed)* (17)



“CMA CGM Lamartine” sails from Felixstowe for Dunkirk on 18th October. She had arrived for her first call at the port on the previous day from Antwerp. Seemingly a diversion from London Gateway, it was good to see a CMA CGM ship here again although under the Maltese flag. Originally flagged in the UK when she was built by Hanjin Heavy Industries at Busan, South Korea in 2010. *(Photo contributed)*



Under sullen skies as she passes Felixstowe bound for Ipswich on 19th October is the deeply laden bulk carrier **“Petrel S”**. Her details and more photos are on the next page. *(Photo contributed)*



Arriving at Ipswich for the first time on the morning high tide of 19th October is “**Petrel S**”. She had sailed from the Egyptian port of Dumyat (Damietta) on the 6th of October with a fertiliser cargo. Completed in October 2006 for Genoa based Sidermar as “**Sider Pink**” by Japanese shipbuilder Yamanishi, Ishinomaki. Of 19,101 deadweight and 139 metres long she is a large ship for Ipswich. Acquired by Petrel Shipping and Trading, who appear to be Ukraine based in 2016 she gained her present name. She flies the Liberian flag. *(Photos by Neil Davidson)*





A somewhat surprising visitor as she passes Harwich on 19th October bound for Parkeston Quay, “**Maud**” of the well known Hurtigruten company. Having come from Bergen in Norway presumably to board passengers for a cruise, she left for Dover in the evening but was back again at 22.00 hours the next day. Four hours later she departed for Stavanger, Norway. Launched by Bruces Shipyard, Landskrona, Sweden in April 2002, she was completed by Norwegian shipyard Fosen, Rissa in March 2003 as “*Midnatsol*”. Her original role was as a RoRo passenger ferry. She was reconfigured as an expedition cruise ship and renamed in 2021. A maximum of 525 passengers can enjoy her facilities and the fantastic scenery on offer on her cruises. *(Photos by Derek Sands)*





Somewhat of a regular caller over the last ten years has been **“Maersk Edmonton”** seen arriving at Felixstowe on the 19th October from Tanjung Pelepas. With containers stacked ten high in places on the deck there is hardly a space on the vessel. Launched as **“Leo Rickmers”** by Hyundai, Ulsan she was completed as **“Maersk Edmonton”** for charter to Maersk. After the failure of the Rickmers company she was purchased outright by Maersk in 2019.



Being assisted to the berth by the local Svitzer tugs she will depart for Rotterdam on 23rd October.
(Both photos contributed)



Passing Harwich inbound for Parkeston tanker jetty is first time caller “**Chemical Sailor**” on 22nd October. She had left the Spanish port of Tarragona on 15th October with what appears to be a small parcel of chemicals on board. Built in Japan by Kitanihon, Hachinohe in 2019, she is in the Chemship BV, of the Netherlands, fleet but is owned in Japan, one of many similar vessels. *(Photo by Derek Sands)*



Passing Felixstowe outbound for Antwerp the following day her draft has not changed much from the previous day! *(Photo contributed)*



Approaching Ipswich for her first call at the port is **“Lumen”** on the last leg of her voyage from Fredrikstad on 25th October. Built for Dutch owners by Bodewes, Hoogezand as **“Swallow”** and completed in May 1996, she moved to other Dutch owners in 2003 as **“Westerland”** and to Spanish owners a year later as **“Swallow”** again. Her current Estonian based owners acquired her in 2017 and renamed her **“Lumen”**. She sailed for Drogheda in the Irish Republic on 29th October. *(Photo contributed)*



The unmistakable profile of a ship built by the Slovakian Shipyard of Slovenske Lodenice, Komarno, **“Rheintal”** arrives at Ipswich from Rouen on 27th October. Built in 2007 for the fleet of Erwin Strahlmann as **“Ohlau”** she changed hands in 2021 to HS Bereederungs also of Germany when Strahlmann’s fleet was liquidated. She flies the flag of Portuguese, Madeira and this may have been her first arrival since her name change. *(Photo contributed)*



Finished with cranes at Felixstowe number nine berth, “**Ever Act**” preparing for the tugs to arrive, 27th October, after her maiden call. She had arrived from Tanjung Pelepas, via Rotterdam on the 24th. Hamburg would be her next port of call and then Rotterdam again. Completed in September 2021 by Samsung Heavy Industries, Geoje, at 23,992 this class of ship currently has the largest TEU capacity in the world.



With four tugs standing by to take the strain the process of letting go is now under way. Soon she will be on her way after being the second in her class to call at Felixstowe. *(Both photos contributed)*



Now underway she will be assisted round the sharp turn in the channel at the Beach End by the two most powerful tugs in the harbour, “*Svitzer Kent* and *Svitzer Deben*” (Photo contributed)



“*Neptune*” passes the “*Ever Act*” when outbound from Ipswich. After a discussion between the pilots and with the small ship's negligible draft, Dominique de Cruz the pilot on board the coaster takes the small ship outside of the buoys to enable a safe pass, giving the large ship all of the deep water to herself. (Photo by Derek Sands)



With a clear path in front of her “**Neptune**” will soon round the Beach End comfortably ahead of the giant coming up behind her. She will enter the buoyed channel after the container ship has passed. Launched as “**Moon**” for German owner H.H. Wubbe in 1991 by Rosslauer, Rosslau, Germany, she was completed in May 1992 and was soon renamed “**Lass Moon**” by the same owner. Faversham Ships acquired her in 2007 as “**Islay Trader**” and in 2017 Seag8 Ltd of Canterbury purchased her renamed her and installed an excavator for her main trade of aggregate transport. She is heading for Vlissingen to load again for Ipswich and would arrive on the 29th October and leave later the same day for Ridham Dock on the Swale. *(Photo by Derek Sands)*



As she makes the turn in the deep water channel with two tugs assisting, it's goodbye to “**Ever Act**”



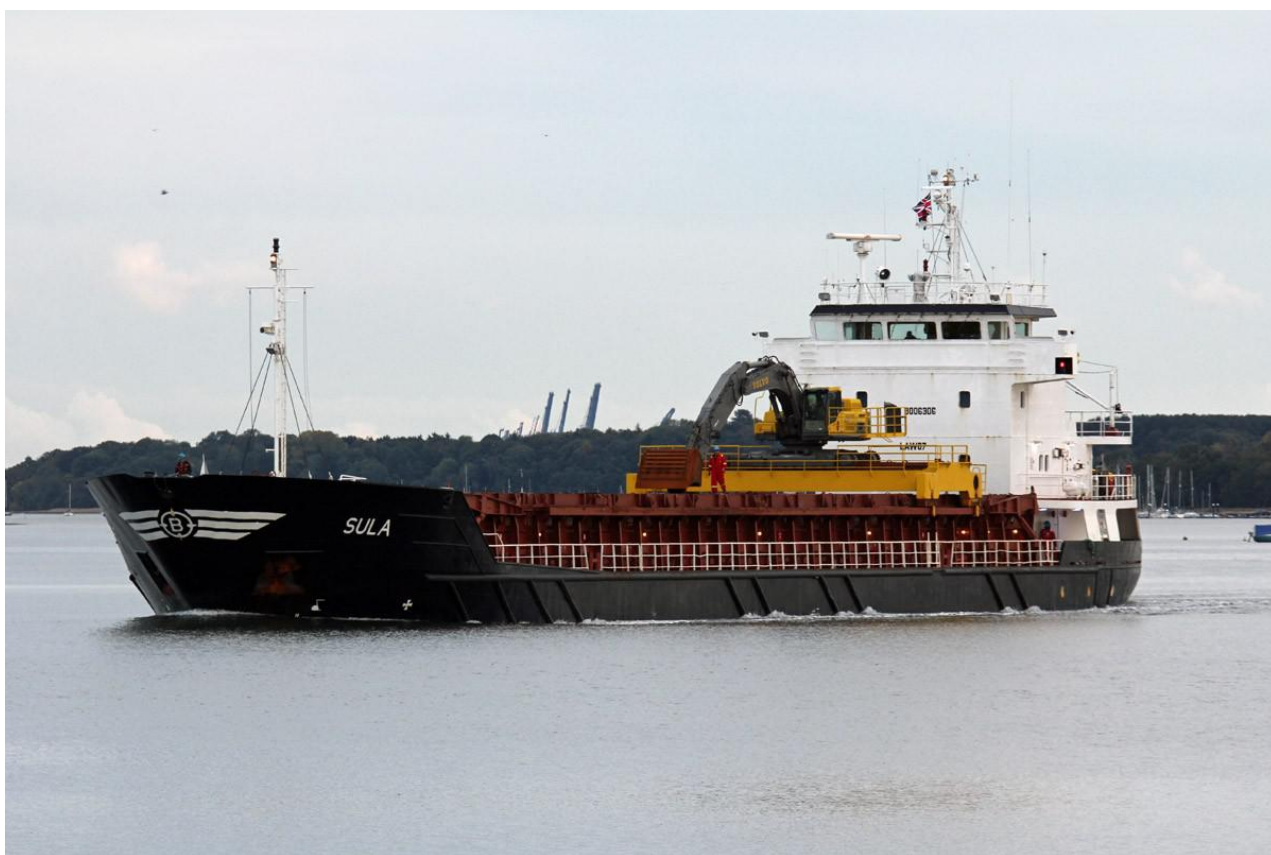
“**Gitana**” alongside Cliff Quay Ipswich on 29th October. She had arrived from La Pallice in France the previous day. Completed in March 2003 by Peters Scheepwerf, Kampen as “**Trinitas**” for Danser Shipping CV and managed by Wagenborg, she was sold in 2007 to Bakotrans. With Amasus as managers she was renamed “**Gitana**”. Meanwhile her previous owners built a larger ship named “**Trinitas**” to replace her. *(Photo contributed)*



Diverted from London Gateway port due to congestion “**Seatrade White**” waits to load for CMA CGM at Felixstowe on 29th October. She had arrived from Zeebrugge and would depart next day for Dunkirk. Built in China by the Yangfan Group, Zhoushan in 2016, the first of five sisters, she has 340 reefer plugs in her holds and a total of 700 plugs altogether. *(Photo contributed)*



Just entering Harwich Harbour “**Sula**” is photographed (by Mick Marshall) as she makes for Ipswich on 30th October.



Here she is now making her approach to the port as she prepares to pass under the Orwell Bridge, having loaded in Florø, Norway, which indicates granite mined in the nearby quarry was the cargo on board. After self discharge she sailed early the next day for Kings Lynn. Built in Germany in 1992 by Peene-Werft, Wolgast as “**Uranus**” for M. Lauterjung she passed to other German owners as “**Baltic Sea**” in 2005. She was chartered as “**RMS Ronnebeck**” in 2006 but reverted to “**Baltic Sea**” in 2009 before being sold in 2012 to Berge of Norway and renamed “**Sula**” and equipped with an excavator for self discharge. (Photo contributed)

Brightlingsea Shipping



Seen here on a previous arrival **"Baltica Hav"** made the long trip up from Setubal with bagged cement arriving on 4th October after a seven day voyage. Completed in 1984 as **"Osterberg"** by Hugo Peters, Wewelsfleth for K. H. Ivo of Nordenham, her name changed to **"Phoenix"** in 1987 still with Ivo. In 1991 owners became Interscan without a name change. In 1994 she was renamed **"Phonix I"** and in November 1995 she was purchased by Union Transport Group and renamed **"Union Pluto"**. Fitting of an excavator for self unloading was done at some time after this. Sold to Absolute Shipping, Douglas, Isle of Man in 2013 her name was shortened to **"Pluto"**. In 2017 she went to Hav Shipping of Norway although the ship is run from Kaliningrad, Russia. The excavator was removed at that time. She made the short voyage to Mistley to load malt when she sailed on the next tide.

(Photo by Derek Sands)



Arriving on 10th October from Setubal with bagged cement is **"Eems Sea"**. She has made at least one previous visit to the port. Completed in Vietnam by 1-89 Enterprise, Haiphong in February 2010 as **"Eems Space"**, she changed to her present name in 2016. After a quick discharge she sailed on the next tide for Rotterdam

(Photo by Jim Griffiths)



Seen here at Mistley in 2019, “**Danica Hav**” made another visit to Brightlingsea on 19th October. She arrived from Setubal in Portugal with cement in bags. With a quick discharge she was turned to be head out on the berth on the next tide to load scrap metal for El Ferrol. She arrived on 25th October at the Spanish port. Owned in Norway she is managed from Kaliningrad in Russia. Details can be found in previous newsletters. *(Photo by Derek Sands)*

Mistley Shipping



“Baltica Hav” heading up the River Stour bound for Mistley on 5th October after her short voyage from Brightlingsea. *(Photo by Derek Sands)*



Backing in to the quay at Mistley. She departed for Rosyth on the Forth in Scotland the next day.
(Photo by Steve Cone)



Arriving in the small hours of 22nd October from Aalst in the Netherlands is “**Eems Sun**”. This is at least her third visit to the port. She came from the Vietnamese based shipyard of Hong Ha, Haiphong when competed in February 2009 for her Dutch owners. In the photo below the unloading of her cargo of bricks is in full swing. She sailed in ballast for Amsterdam on 23rd October.

(Photos by Steve Cone)





Arriving at 01.15 on 25th October is “**RMS Ratingen**” with more bricks from Aalst. A regular caller at the Haven ports and also Brightlingsea, she is a familiar sight. Launched in January 2002 by Daewoo-Mangalia, Romania, she was completed by Bodewes Volharding, Foxhol in May. She sailed for Bremen on the 26th October

(Photo by Steve Cone)

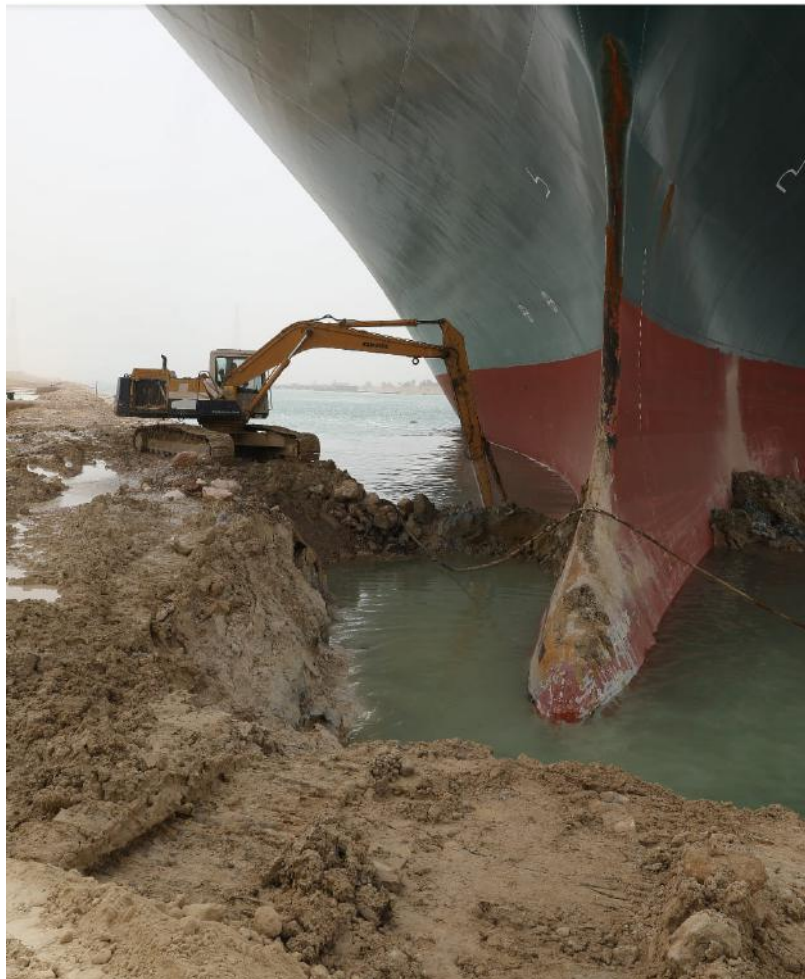


Diverted from Wisbech “**RMS Cuxhaven**” approaches Mistley quay on 28th October. She is carrying bricks from Aalst, the third such cargo to arrive in six days. She is a regular caller in the Haven ports and her details can be found in previous newsletters. *(Photo by Steve Cone)*

Ouch My Nose Hurts!



Evidence of the damage caused when “**Ever Given**” hit the bank in Suez Canal. After being released from several month's arrest in the Canal, the vessel sailed (slowly) from Suez to Northern European ports (including Felixstowe) to discharge her cargo, and then back empty through Suez to the Far East with the bow in this condition. Above photo taken at Qingdao, China on 4th October where she will be repaired. *(Photos web sourced)*



A reminder of her position in the Suez Canal

Dredging

The programme to deepen the approach channel to Harwich Harbour began around 30th September. The dredger currently operating is a well known one in the harbour, Boskalis's "**Sospan Dau**". Currently she is working in the Platters area of the channel, sourcing suitable material for a beach replenishment project on Horsey Island, situated in Walton Backwaters. The project is intended to protect a nesting colony of little terns. Multicat "**MCS Anneke**" is supporting the dredger in discharging the material with the aid of a floating pipeline. When the project is complete the next beneficial sites for material will be at four places on Mersea Island.



With the Naze tower at Walton in the background "**Sospan Dau**" makes her way across the Dovercourt Bay towards the pipeline at Horsey Island on 27th October. She is probably the largest ship ever to have crossed the bay in this area. (Photo by Derek Sands)



Away in the distance "**MCS Anneke**" waits for the dredger to arrive and be attached to the pipeline at Horsey Island. (Photo by Derek Sands)



Herman Seniors tug “**Barney**” is also working on maintenance of the dredged channel with a plough. Seen here on 11th October. She was built in Poland to the Shoalbuster design by Safe Shipyard, Gdynia in 2015.

(Photo contributed)



Finished for the day, “**Barney**” approaches Harwich Navyyard Wharf to lay over for the night 19th October.

(Photo by Derek Sands)

Blast From The Past



Seen at Felixstowe in 1973 when on charter to OOCL is “**Oriental Importer**”. Built for Hapag as “**Main Express**” in 1972 by Blohm & Voss, Steinwerder, Hamburg, she reverted to her first name at the end of the charter in 1976 and was sold in 1981 to Panamanian registered owners as “**Ngan Chau**”. Moving to the Chinese flag in 1989 as “**Xing Hai He**” of Shanghai Ocean Shipping, in 1998 she came under the control of COSCO Container lines with out a change of name. The end to her career came in 2004 when she was reported as broken up in China. (Photo by Malcolm Cornes)



Sailing from Parkeston Quay on 14th July 1978 is “**Reliant**”. She had arrived with a part cargo from Antwerp on 12th July. Now bound for Valencia with a general cargo on a Giffco charter. Built the previous year by Ishikawajima-Harima, Tokyo as one of their “Freedom” type. She was completed for Greek owners Reliance Shipping of Piraeus. In 1996 she was sold to other Greeks and renamed “**Solon**”, two years later hoisting the flag of St. Vincent as “**Capt. Antonis**”. Chittagong breakers took her in May 2001. (Photo by Derek Sands, voyage information by Russell Willson)



London and Rochester Trading's "**Libation**" on the Colne at Colchester 21st August 1980.

Built 1969, by London and Rochester Trading Co Ltd, Rochester, UK (Yard # 108) as LIBATION

GRT : 198 / DWT : 300 Length (LPP) : 30.6 metres x Beam 6.9 metres.

Machinery : 1 shaft driven by a English Electric Diesels Ltd (Kelvin) -? stroke single acting 6 cylinder oil engine

Speed : 8.0 knots

History POR = Port of Registry

1969: LIBATION : London and Rochester Trading Co Ltd : POR Rochester

19??: LIBATION : Keith W Marsh: POR Rochester

2006: Broken up at Greenwich (*Photos and information by Tim Webb*)



Passing the top end of Parkeston Quay as she heads for Mistley on the high tide is “**Ariston**” on 15th June 1988. Built in the Netherlands by Bodewes Gruno at Foxhol in 1966 as “**Baabe**” for East Germany’s Deutsche Seereederei. Sold in 1981 to Panama flag owners as “**Abel**” then in 1985 she hoisted the Maltese flag as first “**Renate**” in 1985, then “**Astrid**” and “**Ariston**” both in 1987. Next she was registered in Kingstown, St. Vincent when she got her original name back in 1991. “**Geeta**” was her next name in 1992 followed by “**Permilla**” in 1998 when she alternated between St Vincent and Panama registry until 2006.

Sold to D. Rasiawan of Georgetown, Guyana she was renamed “**Queen Latoya**” for operation in the Caribbean, photos of her show the forward well deck had been plated in by this time, possibly before her crossing the Atlantic. She was photographed at Fort de France, Martinique in 2010 and again in Barbados in November 2014 when her name had been changed to “**Versons**” (it is not known when this name change took place). She was photographed in December 2014 at Georgetown, Guyana without a name on the bow but possibly now called “**Kersons**”. There are photos of her on Shipspotting.com under her later names. Information of her current whereabouts and existence is unknown at present.

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, Neil Davidson, Mick Warrick, Mick Marshall, Tim Webb, Geoff Cone, Steve Cone, Russell Willson 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