

# MERSEA

# MUSEUM

**Ships laid  
up in the  
River  
Blackwater**

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Ship: **SAN VELINO**  
Arrived: 10 Mar 1961  
Departed: Before 24 Apr 1962  
Career: Broken up Grimstad, arrived 24 Apr 1962 in tow OCEAN BULL.  
Tonnage: 8,210 gross  
Built: 1944  
Type: Tanker  
Owner: Eagle Oil  
Official No: 169859  
ID 1169859



Above: SAN VELINO, believed to be in the River Blackwater. c1961.  
Source: Mersea Museum / [www.helderline.nl](http://www.helderline.nl)

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Ship:	<b>LINGA</b>
Arrived:	Before October 1958
Departed:	cOctober 1958
Arrived 2:	22 May 1960
Departed 2:	After 30 Mar 1961
Career:	Following her first visit to the Blackwater, a new crew joined the LINGA in the Blackwater around 1958. The ship was in poor condition with grass growing on deck and bits of equipment missing. She had some cargo on board which had solidified so she had to go to a Dutch yard to have it heated and removed. She then loaded water to take to Curacao. Entering Willemstad, a failure caused her to run aground by the Continental Hotel - she was refloated, dry docked, and then loaded a mixed cargo for Guayaquil in Ecuador. She later returned to the River Blackwater and was eventually broken up at Willebroek in Belgium 26 Feb 1963. Built Harland and Wolff.
Tonnage:	6,452 gross
Built:	1946
Type:	Tanker
Owner:	Shell Tankers
Official No:	180933
ID	1180933



Above: LINGA at sea, tank cleaning. On the port side towards can be seen one of the canvas 'sails' used to force air into the tanks to blow out the fumes. Things are done very differently these days.

This photo was taken by an apprentice on board, following her 1958 departure from the River Blackwater. c1959.

Source: Mersea Museum

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Ship: **HYALINA**  
Arrived: 20 Jan 1958  
Departed: 16 Feb 1961  
Career: Sailed for scrapping 16 Feb 1961  
Tonnage: 12,267 gross  
Built: 1948  
Type: Tanker  
Owner: Shell Tankers  
Official No: 181843  
ID 1181843

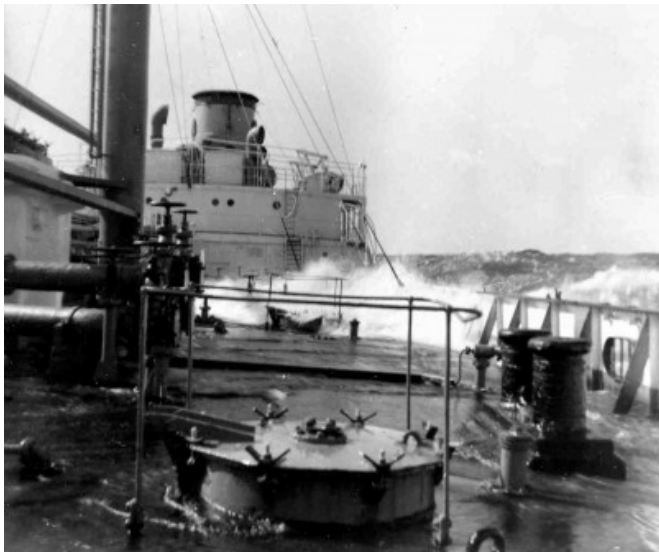


Above: Shell tanker HYALINA laid up in the River Blackwater. The goliath crane at Bradwell Power Station is behind her stern. HYALINA was in the river 20 Jan 1958 to 16 Feb 1961. c1959.

Source: Brian Jay Collection

**Ship:** **NEVERITA**  
**Arrived:** Before 29 July 1961  
**Departed:** Before 17 Feb 1963  
**Career:** Built Swan Hunter & Wigham Richardson shipyard, Wallsend. This single screw tanker was propelled by a 8 cylinder Werkspoor diesel engine of 3.600 HP. The ship served Shell Tankers Ltd. UK from 1944 until August 1960. From this date she was chartered by Dutch Shell Tankers N.V.  
 Wim van Bezooijen sailed on the NEVERITA prior to her lay up in the Blackwater. He writes:  
 "After a extended inspection and overhaul, during 4 weeks, the ship left the Amsterdam Dry Docking Company for her first trip under Dutch flag to Curaçao. With an average speed of 10 knots this trip took 14 days. In Curaçao she received her first cargo, 12,000 tons of lubricating oil bound for UK.  
 "During the eleven month serving Dutch Shell company she transported many tons of the so called 'white products' (refined products : gasoline, lubricating oil etc.) all over the world.  
 "During this period I was an apprentice engineer at the NEVERITA, my first sea-going ship. As a part of my education as engineer in the merchant navy, I had to describe all jobs and activities daily in my technical daybook for one year. It was a very interesting experience to read back after more than 49 years what problems we met and had to solve during this year. Every item what could break down broke down. This was the main reason that the company decided to lay-up the NEVERITA in 1961.  
 NEVERITA was broken up Bruges 18 Feb 1963

**Tonnage:** 8,265 gross  
**Built:** 1944  
**Type:** Tanker  
**Owner:** Shell Tankers  
**Official No:** 169884  
**ID** 1169884



Above: NEVERITA at sea --- during her 11 month charter to Dutch Shell Tankers N.V. before being laid up in the River Blackwater. c1961.

Source: Mersea Museum / Wim van Bezooijen

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Ship: **EULIMA**  
Arrived: 25 June 1984  
Departed: 4 Oct 1984  
Career: Built as BALDER APUANIA. Renamed MARTITA-1984, EULIMA-1984, PETROBULK RULER-1989, ATHENIAN SUCCESS-1996, OCEAN SUCCESS-2003. Arrived in the River Blackwater as MARTITA. Sold to Shell while laid up and renamed EULIMA.

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Graham Gould was working on LIANA and MARTITA in the Blackwater when they were being re-activated after Shell had bought them.

"I remember we had to stay in a posh hotel in Colchester's High Street for a couple of nights, commuting out to the ships each day trying to get the plant up and running so that we could then live on board. The priorities were drinking water and getting the fridges working once we had light and heat sorted out.

"Before we took over the vessels, there was no one living on board, the vessels were just visited periodically, maybe once a week, to start the emergency generator, pump up the starting air bottles for the main engine and turn and lubricate the main engine.

"I was told, the two ships had been impounded by the courts and went up for auction. The previous crew were so sure they would be coming back to the ships, they left a lot of their personal gear on board, loads of clothes including a 3 piece suit, stereos, TVs.

"On the EULIMA, one of the generator engines had been destroyed through lack of lubrication. A lub oil filter had been installed incorrectly and starved the bearings of oil. After we left the Blackwater we went over to Dunkirk to pick up a new engine casing and met up with EULOTA again (as in the photograph of EULOTA).

"The EULIMA and EULOTA were chemical tankers with specially constructed cargo tanks. Shell, however, only used them to carry oil products ie lub oil, diesel, petrol, aviation fuel etc.

Tonnage: 17,949 gross  
Built: 1983  
Type: Tanker  
Owner: Shell  
LR/IMO Number: 8025877  
ID 8025877



Above: MARTITA laid up on the River Blackwater. 9 September 1984.  
Source: Mersea Museum / John Jones



Above: MARTITA laid up in the Blackwater, with CAPTAIN JOHN astern.  
Source: Mersea Museum / Ted Ingham



Above: Tanker MARTITA laid up in the River Blackwater. In front of her is the barrier wall for Bradwell power station. 1984.

Source: Mersea Museum / Graham Gould



Ship: **EULOTA**  
Arrived: 3 Jul 1984  
Departed: 3 Oct 1984  
Career: Built as BALDER CARRARA. Renamed LIANA-1984 EULOTA-1984, PETROBULK RASCAL-1989, ZEAL-1994.  
Arrived as LIANA. Sold to Shell and renamed EULOTA whilst in the Blackwater.

Graham Gould was working on LIANA and MARTITA in the Blackwater when they were being re-activated after Shell had bought them.

"I remember we had to stay in a posh hotel in Colchester's High Street for a couple of nights, commuting out to the ships each day trying to get the plant up and running so that we could then live on board. The priorities were drinking water and getting the fridges working once we had light and heat sorted out.

"Before we took over the vessels, there was no one living on board, the vessels were just visited periodically, maybe once a week, to start the emergency generator, pump up the starting air bottles for the main engine and turn and lubricate the main engine.

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"The EULIMA and EULOTA were chemical tankers with specially constructed cargo tanks. Shell, however, only used them to carry oil products ie lub oil, diesel, petrol, aviation fuel etc.

Tonnage: 17,949 gross  
Built: 1983  
Type: Tanker  
Owner: Shell  
LR/IMO Number: 8028589  
ID: 8028589



Above: LIANA and MARTITA laid up in the River Blackwater. LIANA is on the left. 1984.

Source: Mersea Museum / Graham Gould