# Buries Markes Limited – London

**By Geoff Walker**



Who in the 1950-1770s can remember seeing handsome cargo ships with Hispanic names such as **“La Pampa”, “La Paloma”** and **“La Hacienda”**, etc., all easily distinguished by the blue “**BM**” motif, on a broad white band, between two narrow **red** bands on a black funnel? Their charming names and good - looking features, together with the broad white band around the hull, just atop of the main boot topping, was a giveaway; of course, unmistakably, **Buries Marks Ltd of London**.

The company originated in 1930 but it was not until 1932 that they acquired their first ship, the **Cedrus,** built in 1928, 4094 GRT, purchased from Bower Shipping, London. Apart from some chartering of **Cedrus**, for occasional cargoes, the ship was underutilized, due to the depressed freight market that persisted at that time. The poor market caused the ship to be laid up in the River Fal for two years, before being sold to Giocomo Costa fu Andrea, Genoa and renamed **Eugenio C**. Thereafter the company was inactive until 1938 when it was revived and purchased as the London branch of the French company **Louis Dreyfus,** at which time an order was placed for its first new motor vessel the “**La Pampa”,** which remained in their fleet until 1964, when sold to Cia Laconia de Nav, Chios r/n **Maria L. F**, finally going to demolition in 1968.

Two new bulk carriers were ordered but lost during WW2, the company was provided with two Canadian-built “Fort Type” vessels in compensation. The post war years saw the company expand quickly, with the purchase of several general cargo tramp ships and medium sized bulk carrier additions to their fleet.

The Hispanic names used for the vessels signifies Louis Dreyfus's, connection with its Buenos Aires grain subsidiary, which was the main source of finance for the purchase of Buries Markes vessels, and the main reason they continued to carry Argentinean names.

In 1958 Buries Markes entered the bulk ore carrying trade and in 1969 joined with **Mowinckel and K. G. Jebsen of Norway** to form the **Gearbulk** consortium. The same year, the company also took delivery of its first coastal oil tankers and from 1974 entered the chemical tanker trade.

Post WW2, and during the 1950s, the company continued to expand considerably, and entered the chemical transportation business in 1969, and gas transportation in 1973. Further chemical transportation vessels were added over the subsequent years. The fleet continued to diversify and develop its shipping fleet and is still in existence as part of the Louis Dreyfus Group.

**La Cordillera,** when completed in 1947**,** made history in becoming the first British ship to have an entire staff of women making up the catering department. From the outset the owners had involved the Trade Unions concerned in discussions, and their approval for the experiment was endorsed. Considerable care was taken in selecting women deemed suitable, due to the potential problems involved with such an innovative practice. Considerable thought was given to the layout of the female accommodation, which was situated in self-contained cabins at the forward end of the boat deck, and for their own exclusive use.

The **La Estancia** was also provided with an exclusive 14 woman catering crew, followed by the **La Pampa**. Other shipowners however were reluctant to adopt the change. More ships in Buries Markes were to follow the trend, but for a variety of reasons, the practice was discontinued after several years.

We all know that nowadays, female Deck Officers, Catering Staff and Stewardesses are quite common on many cargo ships, particularly those owned by continental companies, but it took foresight on the part of Buries Markes to lay the foundations in the British merchant marine. Norwegian and German shipowners had been engaging female Radio Officers for years, prior to the compulsory introduction of GMDSS in February 1999, which brought about the demise of the "Sparks".

Due to a dramatic slump in shipping during the 1980s, Louis Dreyfus decided that they must reduce their exposure in shipping. This decision fell heavily on Buries Markes in London. In 1990 the Chemical Tankers were sold to **Stolt Neilsen**, their **Gearbulk** ships were sold to **K.G.Jebsen**, one of the Norwegian partners in the main **Gearbulk** Consortium, and the remaining bulk carriers were transferred to the Paris management of Louis Dreyfus Group.

In addition to dry bulk and gas transportation, the shipping division of the Dreyfus Group now conducts a diversified range of specialized marine activities, which include seismic survey, logistic and transshipment operations and submarine cable laying and maintenance. More recently, the **Louis Dreyfus Armateurs Group** has become involved in the offshore energy sector by partnering with the U.K.-based **Tidal Transit** (specialists in the field of wind and offshore energy) to operate several Crew Transfer Vessels (CTV), used for the conveyance of maintenance technicians to French - coastal wind farms.




In 2017, expansion in the sector of specialized offshore energy was announced, when **Louis Dreyfus Armateurs** won contracts for a service operation vessel (SOV), named **"Wind of Change"** to be deployed on Orsted's Hornsea Project Two, windfarm off the coast of the UK. A second vessel has since been ordered and designed in close co-operation with Salt Ship Design and will be built by Cemre shipyard in Turkey, due for delivery in 2021. The vessel will enable windfarm technicians to transfer safely to wind turbines using a specially designed daughter craft and a motion-compensated gangway as well as a helideck. (Unknown)



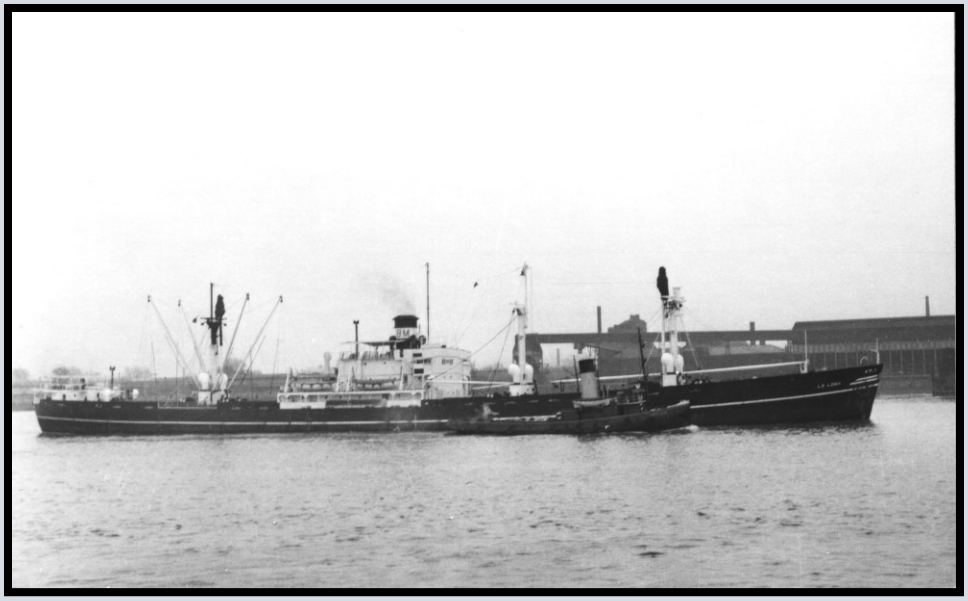
**(Malcolm Cranfield Collection)**

**MV La Hacienda**, built in 1953, 6009 GRT, seen on the River Thames. 1960 sold to Nigerian National Line, Lagos r/n Oronyan, 1976 sold to Marili Cia Nav, Piraeus r/n Mathios Apessakis, 1977 sold to Saraneia Nav Co, Limassol r/n Marelaki, 1980 scrapped.




**(Allen Collection)**

The original **Buries Markes "La Pampa"**, 4149 GRT, built in 1938 soon after the company was acquired by **Louis Drefus.** In 1964 change of name to **Maria L.F**. and owner to Cia Laconia de Nav SA. Sent for demolition in 1968, following 30 years of service.



(Allen Collection)

The **La Loma,** originally completed for the British Government as **Samsturdy**. In 1947 change of name to **Buluchistan** and ownership to Hindustan Steam Sg Co Ltd., 1953 change of name to **La Loma** and ownership transferred to **Louis Dreyfus & Co Ltd**., who operated this "Sam Boat" for 5 years before disposing of her in 1958 to Zoodochos Cia Naviera SA who renamed her **Angelic Force**, change of name to **Dynamis** in 1959. Sent for demolition at Izumi-otsu in November 1966.



**(Malcolm Cranfield Collection)**

The fine looking **"La Chakra"** showing classic lines of a ship built in 1953, 6072 GRT. In 1961 sold to General Shipping, Monrovia r/n **Arabella**, 1969 sold to Overseas Enterprise, Monrovia. She was scrapped in 1971 after sustaining heavy grounding damage.



**(Malcolm Cranfield Collection)**

Typical design of many medium sized Buries Markes' bulk carriers of the 1960s, the **"La Estancia"**, pictured when passing Tilbury in June 1962. Built 1960, 9486 GRT. Sold by Buries Markes in 1963, to Nav. Maritime Bulgare, Varna r/n **Georgi Benkovski**, 1987 sold to Vito Shipping, Valetta r/n **Vito Bay**, sent for demolition the same year.



**(Malcolm Cranfield Collection)**

A beautiful image showing the classic profile of another of BM's medium sized bulkers of 1960s **"La Selva"**. Built in Valencia 1958, 9407 GRT. Photographed passing Portishead in 1964. Sold in 1967 to Astro Venturosos Cia Nav, Monrovia r/n **Mariannina**, 1978 transferred to Piraeus registry, 1981 r/n **Mount Elleros**, 1984 sold to Nikolaos Shipping, Valetta r/n **Nikolaos A**. Sent for demolition in 1984.




**(Unknown)**

**La Pradera,** built in 1956 by Atlantique (Penhoet-Loire) of St Nazaire, 8500 GRT – UK Flag under Buries Markes – London's management. Sold in 1970 to Bulgarian interests for further trading. Sent to breakers in 1983.



**(Malcolm Cranfield Collection)**

Sailing from Liverpool during March 2021, bound for Rouen is the Louis Dreyfus vessel **"La Solognais",** Built in 2015 at Tianjin, PRC**.** 24725 GRT. **"LDP"** is distinctly visible on the funnel, as opposed to the usual **"LDA"** (Louis Dreyfus Armateurs). It is a possibility that the **"LDP"** may signify LDAP, a partnership established Louis Dreyfus, financiers, and Banks, to build and own this and several other similar vessels.




**Buries Markes** also had strong Canadian links with **Montreal Shipping Company Ltd, (Montship)** which was originally founded in 1925. After WW2 ended, an agency was set up to establish a line to operate between Eastern Canada, Western Mediterranean and eventually Northern Europe, and in 1946 **Montship Lines** was established. In 1951 the management of the **Montship** fleet was transferred to **Buries Markes - London.**

**"MV Mont Calm"** of Montreal Shipping Company Limited **(Montship).** Built 1960 by Wm Doxford & Sons, Sunderland. 6950 GRT, placed under **"BM"** management**.** **(Unknown)**

With the view to making improvements in their fleet, the Montship partners reached an agreement to purchase the **MV 'LA ESTANCIA'**, which was renamed the **'MONTCALM'**, and the **'FRANCOIS LD'**, renamed the **'MONTROSE',** both of which were place under the management of **Buries Markes - London**. Hence, by 1956 Louis Dreyfus which had already well established a partnering agreement with in **"Montship"**, officially took control of its entire fleet. All the **"Montship"** vessels' names were prefixed with **"Mont"** such **as Mont Gaspe, Mont Clair,** and **Mont Sandra**, all of which were operated by **Buries Markes,** thereafter.



**(Malcolm Cranfield Collection)**

Managed by **Buries Markes,** the **Montship** vessel **Mont Clair,** photographed at Chicago in 1960. Note the **"M"** for **Montship** on the funnel instead of the usual **"BM".**




**(Malcolm Cranfield Collection)**

The **Montship** vessel **"Mont Rose"** photographed at Chicago during 1962. Another one of the **"Montship"** fleet placed under the management of **Buries Markes.**

**Buries Markes Ltd – London** operated a diverse fleet of general cargo ships, bulk carriers, coastal, and chemical tankers during their years of operation between 1938 and 1990, by which time their tanker fleet had been disposed of, and the remaining bulk carriers transferred to the Paris based management of their parent company**, Louis Dreyfus Group**, which remain actively involved in shipping and other transport and logistics platforms.




**(Unknown)**

The **MV La Pampa**, 17180 GRT, operating as part of the Gearbulk Consortium. Built in Belfast 1970 for Buries Markes. Sold 1980 and r/n Polydefkis, r/n Marina Scirocco in 1988, r/n Marina in 1990, r/n Youth Strong in 1992, r/n Yue Qiang in 1996. Sent for demolition at Chittagong 1996.

# Buries Markes – London Fleet Particulars and Ship Histories

**SHIP NAME** **BUILT** **GRT**

**Cedrus** 1928 4094

1932 purchased from Bower Shipping, London, 1934 sold to Giocomo Costa fu Andrea, Genoa r/n Eugenio C, 1943 seized by Germany, 26.4.1944 bombed and sunk in fjord at Bodo. First vessel owned by the company founders prior to the acquisition by Louis Dreyfus – Paris.

**La Pampa** (1) 1938 4149

1964 sold to Cia Laconia de Nav, Chios r/n Maria L. F, 1968 scrapped. The first motorship purchased by Louis Dreyfus and placed under the management of their subsidiary, Buries Markes - London

**La Cordillera (1)** 167411 1940 5185

5.11.1942 torpedoed and sunk in 12.02N 58.04W by German submarine U163.

**La Estancia (1)** 1940 5185

19.10.1940 torpedoed and sunk in 57.00N 17.00W by German Submarine U47

**La Estancia (2)** 1944 7092

Ex-Cape Ducato, 1947 purchased from U.S. Department of Commerce r/n La Estancia, 1951 transferred to Montship Lines r/n Montcalm, 1957 sold to Wilhelmsen Line, Tonsberg r/n Tyr, 1967 sold to Eastern Shipping Lines, Manila r/n Eastern Mars, 1975 scrapped. The entire Montship fleet was under the management of Buries Markes – London from 1956 onwards.

**La Cordillera (2)** 1947 6330

1962 sold to Eastern Shipping, Manila r/n Eastern Planet, 1971 sold to Cia Pan Oriente, Panama r/n Virgo II, 1972 scrapped.

**La Cumbre (1)** 1944 7952

Ex-Empire Macdermott, 1948 purchased from MOWT r/n La Cumbre, 1959 sold to Lyras Bros, Piraeus r/n Parnon, 1969 sold to Southern Shipping, Somalia r/n Starlight, 1976 sold to China Ocean Shipping, China, no later information available.

**La Sierra (1)** 1950 6183

1959 sold to Nigerian National Shipping, Lagos r/n Dan Fodio, 1974 sold to Exeter Nav Co, Limassol r/n Fos, 1978 r/n Kronos II, 1978r/n Kronos I, 1978 sent for demolition.

**La Orilla (1)** 1943 7128

Built as Mohawk Park for Park SS Co, Montreal, 1944 sold to MOWT r/n Fort Spokane, 1951 purchased r/n La Orilla, 1952 sold to Fratelli d'Amico, Rome r/n Ariella, scrapped in 1965.

**La Estancia (3)** 1940 5032

Ex-Eastgate, 1952 purchased from Turnbull Scott & Co, London r/n La Estancia, 1959 sold to Cia Naviera Palma, Piraeus r/n Kapetan Kostis, 1966 scrapped after stranding in 45.12N 14.16E

**La Quinta (1)** 1947 4882

Ex-Mardene, 1952 purchased from Dene Shipping, London r/n La Quinta, 1954 sold to Metcalfe, Son & Co, West Hartlepool r/n Fidentia, 1966 sold to Maritime Transport, Monrovia r/n Ionia, 1970 sent for demolition.

**La Orilla (2)** 1942 7046

Built as Empire Envoy for MOWT, 1946 sold to Thompson SS Co, London r/n Cheltenham, 1952 purchased r/n La Orilla, 1955 sold to Per Skiold, Stockholm r/n Stallberg, 1962 sold to Paulins Rederi, Abo r/n Verna Paulin, scrapped in 1969.

**La Hacienda (1)** 1953 6009

1960 sold to Nigerian National Line, Lagos r/n Oronyan, 1976 sold to Marili Cia Nav, Piraeus r/n Mathios Apessakis, 1977 sold to Saraneia Nav Co, Limassol r/n Marelaki, 1980 sent for demolition.

**La Loma (1)** 1944 7210

Built as Samsturdy for MOWT, 1947 sold to Common Bros, Newcastle r/n Baluchistan, 1953 purchased r/n La Loma, 1958 sold to Zoodochos Cia Nav, Costa Rica r/n Angelic Force, 1958 transferred to Piraeus registry r/n Dynamis, scrapped in 1966.

**La Chacra (1)** 1953 6072

1961 sold to General Shipping, Monrovia r/n Arabella, 1969 sold to Overseas Enterprise, Monrovia, 1971 scrapped after heavy grounding hull damage.

**La Laguna (1)** 1936 5795

Built as Jean L.D. for Louis Dreyfus, Dunkirk, 1940 sold to Cie Marseillaise de Nav Coloniale, Marseille r/n Betelgeuse, 1941 seized by British warships r/n Jean L.D for MOWT, 1945 returned to owners r/n Betelgeuse, 1947 sold to Louis Dreyfus r/n Jean L.D, 1954 transferred to Buries Markes r/n La Laguna, 1958 sold to Alma Shipping, Chios r/n Achaean, 1960 sold to S. Frangos, Athens, 1965 sold to Transrodopi S.A, Haiti r/n Transrodopi I, 1966 transferred to Greek registry, 1968 sold to Nav. Maritime Bulgare, Varna r/n Alphecca, finally scrapped in1968.

**La Quinta (2)** 1936 5795

Built as Louis L.D for Louis Dreyfus, Dunkirk, 1940 sold to Marseilles Colonial r/n Fomalhaut, 1954 sold to Buries Markes r/n La Quinta, 1958 sold to United Maritime Trust r/n Van Yung, 1963 scrapped after sustaining serious fire damage.

**La Orilla (3)** 1955 6256

1961 sold to A/S Norske Saltkompagni, Bergen r/n Saline, 1966 sold to China Ocean Shipping, Guangzhou r/n Huang Shi, 1981 r/n Hong Qi 128, 1992 deleted from Chinese register.

**La Ensenada (1)** 1950 5625

Ex-Philippe L.D., 1954 transferred from Louis Dreyfus, Dunkirk r/n La Ensenada, 1960 sold to Gestioni Esercizio Navi Sicilia, Palermo r/n Capo Noli, 1973 sold to Marine Transocean, Panama r/n Var, 1974 sold to Climax Shipping, Singapore r/n Climax Ruby, 1979 sent for demolition.

**La Pradera (1)** 1956 8500

1965 sold to Bulgaria r/n Sapphire, 1970 r/n Panaiot Hitov, 1979 sold to Licavitos Shipping, Panama r/n Glory, 1981 sold to Buana Shipping, Panama r/n Pan Buana, 1983 scrapped.

**La Bahia (1)** 1940 5172

Built as Sutherland for B. J. Sutherland, Newcastle, 1953 sold to Carlton & Cambay SS Co, Newcastle r/n Grainton, 1957 purchased r/n La Bahia, 1961 sold to Valerosa Cia Nav, Beirut r/n San John, 1965 sold to Atlas Shipping, Famagusta r/n Ledra, 11.11.1967 wrecked in 07.24N 81.51E resulting in the hull remains breaking into two sections.

**La Barranca** 1940 4998

Built as Reaveley for Stephens, Sutton, Newcastle, 1948 sold to Grenehurst Shipping, London r/n Grenehurst, 1956 purchased r/n La Barranca, 1959 sold to Eastwind Nav Co, Hong Kong r/n Westwind, 1966 sold to Dalcape Shipping, Hong Kong r/n Universal Mariner, 1969 sent to breakers.

**La Costa (1)** 1943 7242

Ex-Caxton, 1957 purchased from Runciman Ltd, London r/n La Costa, 1958 sold to Manners & Co, Hong Kong r/n Hongkong Breeze, 1965 sold to San Roberto SS Co, Panama r/n Panam Trader,(same group entity). In 1967 the vessel was sent for demolition.

**La Falda (1)** 1958 8525

1964 sold to National Shipping, Karachi r/n Rupsa, 1978 sold to Cie de Nav. de Louisville, Monrovia r/n Caron P.E., 1980 sold to Maldives Shipping, Male r/n Maldive Image, 6.7.1982 wrecked in 14.02N 48.41E

**La Marea** 1958 10112

1969 sold to Atlantic Shipping, Monrovia r/n Orion, 21.1.1973 sank in 32.08N 159.49E

**La Colina (1)** 1958 7216

1974 sold to Yugoslavia r/n Sutomore, 1988 sold to Incom Ltd, St. Vincent r/n Inco 110, 1989 scrapped.

**La Selva (1)** 1958 9407

1967 sold to Astro Venturosos Cia Nav, Monrovia r/n Mariannina, 1978 transferred to Piraeus registry, 1981 r/n Mount Elleros, 1984 sold to Nikolaos Shipping, Valetta r/n Nikolaos A., scrapped.in 1984.

**La Loma (2)** 1959 10251

1969 sold to Falmouth Shipping, Monrovia r/n Falmouth, 1974 transferred to Greek registry, 1978 sold to Sunfire Cia Nav, Piraeus r/n Japan Auto A., 1980 sold to Scope Maritime, Piraeus r/n Fiskardo, 1981

sold to Avondale Enterprises, Piraeus r/n Aegean Sun, 1984 sold to Propiano Shipping, Piraeus, 1985 sent for demolition.

**La Estancia (4)** 1960 9486

1963 sold to Nav. Maritime Bulgare, Varna r/n Georgi Benkovski, 1987 sold to Vito Shipping, Valetta r/n Vito Bay, 1987 sent to breakers.

**La Laguna (2)** 1960 9306

1965 sold to Ultramar Shipping, Monrovia r/n Santa Cruz, 1972 sold to Atlantic Seaways, Monrovia r/n Valiant, 1978 transferred to Piraeus registry, 1980 sold to Maldives Shipping, Male r/n Maldive Pledge, 1984 sold to Southern Atolls Shipping, Male r/n Southern Queen, broken up in 1985.

**La Primavera (1)** 1960 9486

1970 sold to Pan-Islamic SS Co, Karachi r/n Safina-E-Najam, 29.6.1979 wrecked in 11.31N 114.41E

**La Hortensia** 1961 9486

1968 sold to Alpha Cia Nav, Greece r/n Lambros M. Fatsis, 1972 sold to Panconquista Armadora, Greece r/n Triaena, 1974 sold to Campeon Transmares Naviera, Greece r/n Kavo Grossos, 1979 sold to Markriti M.Shipping, Greece r/n Apostolos M. III, 1980 sold to Golden Sharp Shipping, Greece r/n Nikolaos CH., 1985 sold too Nilegule Shipping, Egypt r/n Younis Gulf, 1986 sent for breaking.

**La Sierra (2)** 1960 9486

1963 sold to Nav.Maritime Bulgare, Bulgaria r/n Bacho Kiro, 1980 sent to breakers after fire damage.

**La Hacienda (2)** 1961 5963

Ex-Francois L.D., 1961 transferred from Louis Dreyfus, Dunkirk to Buries Markes' management and r/n La Hacienda, 1965 sold to Sefton SS Co, London r/n Valparaiso, 1971 sold to Cia Mar. San Ignacio, Panama r/n Mombasa, 1972 r/n Concordia Mombasa, 1972 r/n Mombasa, 1974 sold to Mar Triunfo Armadora, Piraeus r/n Perla, 1981 sold to Intra Sand Shipping, Panama r/n Intra Sand, 1982 scrapped.

**La Chacra (2)** 1963 16599

1981 sold to Hamada Shipping, Hong Kong r/n Lake Biwa, 1985 sent for demolition.

**La Estancia (5)** 1965 28007

1978 sold to Comninos Bros, Greece r/n Emmanuel Comninos, 1985 sold to Woodbine Services, Monrovia r/n Jasmin, 1985 scrapped.

**La Sierra (3)** 1966 28004

1980 sold to PRC front company - Ocean Tramping, Hong Kong r/n Bravery, 1992 sent for breaking.

**La Hacienda (3)** **1969 1452**

1989 sold to Stolt Neilsen r/n Stolt Hacienda, 1993 sold for demolition, 1995 hulked at Europoort

**La Quinta (3)** 1969 1452

1980 sold to Sagital Italiana r/n Capo Noli, 1984 repurchased by Louis Dreyfus Group and r/n La Quinta, 1989 sold to Stolt-Nielsen r/n Stolt Quinta, 1993 sold to Othello Shipping r/n Danyanne, 2002 sent to breakers.

**La Pampa (2)** 1970 17180

1980 sold to Polydefkis Corp, Greece r/n Polydefkis, 1988 sold to Nabisco Shipping, Cyprus, 1989 sold to Teresina Ltd, Bahamas r/n Marina Scirocco, 1990 sold to Marina Shipping, Bahamas r/n Marina, 1992 sold Panama r/n Youth Strong, 1996 sold China r/n Yue Qiang, 1996 presumed scrapped.

**La Loma (3)** 1972 129961

1978 sold to Delos Shipping, Cayman Islands r/n World Truth, 1988 sold to Trade Sea Inc, Liberia r/n Trade Fortitude, 1995 went to breakers.

**Norman Lady** 1972 76415

LNG Tanker -1980 transferred to Coromon Co, 1988 taken over by Mitsui OSK, Japan, later to UK and Norwegian registry, reported sold for “Green Recycling” in 2013

**La Falda (2)** 1972 1600

Ex-Sunmark, 1974 purchased from E. Heyer, Germany r/n La Falda, 1989 sold to Stolt Nielsen, Norway r/n Stolt Falda, 1993 sold to Mohamed Moosa, Maldives r/n Champa Star, 2000 sold to Nikolas Shipping, Belize r/n Nicolas, no further information available.

**La Cordillera (4)** 1969 12705

Ex-Alain L.D., 1973 transferred from Dreyfus to Buries Markes, r/n La Cordillera, 1974 sold to Gestioni Esercizio Navi Sicilia, Italy r/n Capo Mele, 1987 reported as scrapped.

**La Ensenada (2)** 1974 25532

1981 sold to Borrenmill Ltd, Hong Kong r/n Borrenmill, 1996 sold to Gearbulk Shipowning, Bahamas r/n Kestrel Arrow, 1998 sent for demolition.

**La Bahia (2)** 1974 1599

Ex-Wavemark, 1974 purchased from Edwin Heyer, Germany r/n La Bahia, 1989 sold to Stolt Nielsen, Norway r/n Stolt Bahia, 1993 sold to Co Si Nav, Italy r/n Wine I, 1993 sold too Rhapsody Shipping, Malta r/n Grape One, 9.12.1993 sank in 49.40N 03.29W

**La Selva (2)** 1974 4038

Ex-Delchim Bearn, 1976 purchased from Delmas-Vieljeux, France r/n La Selva, 1981 sold to General Carriers, Singapore r/n Sandra Farber, 1990 sold to Barton Shipping, Liberia r/n Shelley, 1995 sold to Turkey r/n Simge, 2003 r/n Gulf-9, 2003 broken up.

**La Cumbre (2)** 1974 4074

Ex-Delchim Dauphine, 1976 1976 purchased from Delmas-Vieljeux, France r/n La Cumbre, 1983 sold to Komber Shipping, Panama r/n Pinta, 1984 sold to Larkfield Shipping, Hong Kong r/n Ashfield, 1988 sold to Maralba di Nav, Italy r/n Isola Azzurra , 1992 sold to Chemical Tankers, Malta r/n Chemical Exporter, 2001 sent to breakers.

**La Colina (2)** 1976 1599

1989 sold to Stolt Nielsen, Norway r/n Stolt Colina, 1995 sold to Singapore Shipping Ltd, Singapore r/n Wilson Coral, 1996 sold to Turkey r/n Ayhan Aslan, 2004 sent for demolition.

**La Pradera (2)** 1976 1599

Chemical tanker. In 1989 sold to Stolt Neilsen r/n Stolt Pradera, 1995 sold to Co Tras Mar, Italy r/n Pradera, 2007 r/n Pradera 1, 2007 scrapped, ended her days as a wine tanker.

**La Cordillera (5)** 1978 25552

1983 sold to Sun Rokko Marine, Sri Lanka r/n Sun Rokko, 1986 r/n Rokko, 1989 sold to Rhone Shipping (Bermuda), Hong Kong r/n Rhone, no further information available.

**La Costa (2)** 1978 25552

1984 sold to Vermilion Overseas Ltd, Hong Kong r/n Sun Suma, 2011 to breakers.

**La Primavera (2)** 1979 25553

1985 sold to Sun Maiko marine, Sri Lanka r/n Sun Maiko, 1986 r/n Mannar, 1990 sold to K. G. Jebsen, Bahamas r/n Grebe Arrow, 1992 sold to Nueva Enterprises, Liberia r/n Bio Bio, 2009 sent for demolition.

**La Loma (4)** 1976 1599

Ex-Coralla, 1980 purchased from Kihlberg Rederierna, Sweden r/n La Loma, 1982 sold to Soc. Italiana per Azioni di Armamento e Gestioni, Italy r/n Capo Miseno, 1999sold to Hawk Nav. Ltd, Malta r/n Carlotta, 2005 r/n Carlot, 2005 scrapped.

**La Estancia (6)** 1981 26191

1983 sold to Sun Kobe Ltd, Sri Lanka r/n Sun Kobe, 1987 r/n Kandy, 1989 sold to Oxlow Co, Bahamas r/n Kiwi Arrow, 2009 sold to Aqua Pearl Shipping, Bahamas r/n Aqua Pearl, no later information known.

**La Sierra (4)** 1981 26191

1983 r/n Brierfield, 1989 sold to Mereworth Corp, Bahamas r/n Puffin Arrow, 2011 sold r/n Adriatic Pearl, no later information available.

**La Pampa (3)** 1982 41934

1988 sold to Cefiro Maritime, Panama r/n Samoa, 1990 sold to Cetramar Antactic, France r/n Leopold L.D., 1994 sold to Tekfund Ltd,Greece r/n Ioanis, 1996 sold to Camillo Shipping, Malta r/n Ioannis 2, 2004 sold r/n Brilliant Zhejiang, 2011reorted as scrapped.

**La Chacra (3)** 1982 41880

1989 sold to Concord Maritime, Panama r/n Sumatra, 1989 sold to K/S Berlinder, Norway r/n Berlinda, 1991 sold to Ayr Shipping, Greece r/n Theomitor, 1997 sold to Coral Sea Nav, Malta r/n Alexandroupolis, 2006 sold r/n Good Purpose, no later information recorded.

******

By the late 1960s – mid 1970s there were significant changes in the world of shipping, especially tramp shipping, caused by the sky-rocketing fuel costs and the rapid onset of containerization. Older ships with oil guzzling diesel engines and even more so, steam turbine engines, were in decline with many shipowners because of significantly higher operating costs due to oil prices and the introduction of new technologies for diesel engines and gas turbines, used in newer tonnage. This prompted many owners to withdraw or sell off their conventional tramp ships which were becoming uneconomical and re-think their future shipping strategy, to remain competitive. The Louis Dreyfus Group were to become part of this trend.

This was one of the factors that brought about the concept of fleet pooling and consortia, between various global owners and the move and rapid expansion of both purpose-built container, bulk carrier, and other special purpose vessels, to meet the new challenges of international shipping. It was to this end that Buries Markes/Louis Dreyfus became founding members of the **Gearbulk Group** in 1968. This effectively signaled the end of Buries Markes – London as a separate entity. Most of their ships reverted to Louis Dreyfus Paris management, or were sold out of the fleet, as new ideas were implemented to rationalize the Louis Dreyfus group's shipping assets.

Initially the legacy of Buries Markes lived on within the new consortium due to the Hispanic naming of some ships, but the sale of of their OHGC bulk carriers, to Gearbulk however succumbed to the change in nomenclature, when **Gearbulk** introduced the **"Arrow"** designation, which eventually severed all obvious connections.

The **Gearbulk Consortium** was established in 1968 **by Kristian Gerhard Jebsen a/s**, and in association with **J. Ludwig Mowinckels a/s** and the Anglo- French group **of Louis Dreyfus/Buries Markes.** It has now evolved into the world's largest fleet of open hatch gantry crane (OHGC) and semi-open jib crane vessels. Although there have been some structural, financial, and collaborative changes within the group.

From the outset, **Gearbulk's** intention was to specialize in the transportation of timber, woodchips, pulp, and other forestry products, using suitably designed, box-shaped, open-deck medium-size dry bulk carriers to facilitate both bulk and unitized type cargoes, each ship being fitted with two Munck gantry cranes capable of traversing the entire length of the vessels, making them completely self- sustaining. Four bulk carriers of 24,800 dwt were ordered in 1968, one pair from the Belfast yard of Harland & Wolff Ltd., and the other pair from the Middlesbrough yard of Smith's Dock Co. Ltd. The first of the Belfast pair was launched in January 1970 as **La Pampa**, for **Buries Markes Ltd**. (after the first BM ship

following their acquisition by **Louis Dreyfus** in 1938), and the second was launched in May 1970, as **Bulk Eagle** for **Kriship Shipping Co. Ltd. (K. g. Jebsen a/s)** and completed in September of that year.

The Tees-built duo were completed for **J. Ludwig Mowinckels a/s** as **Heina** and **Lista** in 1970, and all four featured black hulls with '**GEARBULK**' painted boldly in white, and black funnels with the white stylized '**G**' Gearbulk motif. All were of the open hatch type motorships producing a reasonable a service speed of about 15 knots. The **Bulk Eagle** was initially managed by **Buries Markes Ltd. - London**, and then in 1974 was renamed **Eagle Arrow,** in line with **Gearbulk's** name nomenclature**.**

Below, the Gearbulk Consortium's **MV Lista**, 27,962 GRT, of **Mowinckels** was built in 1984 by Sanoyas Corporation at Mizushima, Japan. In 1991 she was renamed **Teal Arrow** to comply with Gearbulk's "Arrow" nomenclature. In 2012 she was sold to SMT Shipping and renamed Mobile Pearl. The two Munck gantry cranes can be seen in their stowed position.




(Unknown)

The **Gearbulk Consortium** was rebranded **Gearbulk Holding Ltd.,** incorporated in Bermuda, and in 1991 the Kristian Gerhard Jebsen family acquired its partners' vessels and shares. Mitsui O.S.K. Lines taking a stake in the restructured **Gearbulk** at that time. Since then, a new joint venture between **Gearbulk** and **Grieg Star** came into being during 2017. The new company will be headquartered in Bergen, Norway. **Gearbulk** celebrated its 50th anniversary in 2018 and continues to thrive as one of the world's major shipping conglomerates.

**End**

Sources: Louis Dreyfus Group Archives, Buries Markes company archives, wiki, Montship archives, Allen Collection, Malcolm Cranfield Collection, various sources in the Public Domain.

Disclaimer: This is a "Not for Profit" document. Unless otherwise specified, images are from various unknown sources on the Public Domain and used under the Fair Use category for review, commentary, and educational purposes only. Photographs of unknown origin – Attempts have been made to source copyright holders. Owners of these images should make themselves known by contacting me via this website and I will be pleased to give due accreditation. No infringement of copyright is intended.