

The

Humber Light



Journal of the Hull & District Branch
of the World Ship Society

Volume 50 Number 4 – Autumn 2012



GOODWAY (ex SPECIALITY) passing through the Bosphorous 7/7/12 – © Simon Smith
(see article starting on page 10)



GULF SOUTH (ex SALRIX) passing through the Bosphorous 6/7/12 – ©Simon Smith
(see article starting on page 10)

Cover photo – As mentioned in the last edition of Humber Light, this is the photo of Spurn Lower Light taken by Patrick Hill and used on the Look North TV programme, on the 19th June last.

THE HUMBER LIGHT

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Volume 50 Number 4 – Autumn (September - November 2012)

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EDITORIAL

Well, here we are at the beginning of September and a nice bit of summer weather. Nice and sunny, but not too hot. With the school holidays now over, there is a chance for some pleasant days out, hopefully.

Highlight of the summer for me was not the Football, Olympics or the Jubilee events, but the Open day at Immingham Docks in July. Perhaps you think that I am easily satisfied! A gorgeous day, I even got sun-burnt and plenty to see, it was an excellent day all round. I have written a short article on the open day elsewhere in this edition.

Only two monthly meetings left in this season's programme. On September 28th, George Robinson will be coming along with his digital presentation on 'Hull Ship-owners of the Past' and on October 26th we have our Annual Photographic Competition, the judge this year is Roy Cressey from the Yorkshire Ship Enthusiasts group. As I have said in previous years, do come along if you can and bring some entries for the print or slide sections of the competition with you. A reasonable number of entries provide entertainment for everyone on the evening and you may win a trophy to hold for a year. Patrick Hill is again co-ordinating the digital entries and your images need to be with him by October 14th. You can send them by e-mail to patrick@quaysides.co.uk or on a disc, by post. You can enter up to six photos/images in each section.

I have been sent plenty of articles for this edition, a novelty in itself. We have the regular articles from Malcolm Ladd and Roy Cressey, joined this time by an article from new member Simon Smith, on old friends on the Bosphorous, and also one from our Cromarty correspondent Gordon Haynes, on ferry journeys in Scotland, which I will

probably need to split depending on space available. Thanks to you all and I hope you enjoy the read.

DIARY

September 28th – Hull Ship Owners of the Past – A presentation by George Robinson
October 26th – Annual Photographic Competition

MEETING REPORTS

June

For the June meeting we welcomed Peter Frewer, a pilot on the River Humber. Peter started his talk with details of his maritime background, spending some time in his early years with Ben Line, later getting his master's certificate and then working in the Far East and also on VLCC's. Wanting a slight change in direction in his career, he obtained a position as a pilot in the Gulf, which he held for a number of years. He then successfully applied for a similar job on the Humber, which he still holds.

Peter explained that there are four different classes of pilot on the Humber, VLS (Very large Ship), 1, 2 and 3, all based on ship sizes. All new pilots now start as class 3 and gradually work their way up. Peter is one of the VLS class pilots, mainly dealing with large bulkers and tankers to and from Hull, Immingham and the Tetney Mono Buoy.

Peter then took quite a few follow up questions from those attending, before using the digital projector to show us a selection of his excellent shipping images, all taken on the Humber. More questions followed before Peter concluded his presentation at 21:00. An excellent evening, which everyone present seemed to enjoy. Many thanks go to Peter for giving up some of his spare time to come along.

July

A very respectable number of branch members came along to the July meeting, in spite of the competition from BBC 1, on the evening, with transmission of some event from East London. It's good to know that our members have their priorities right!

Yours truly was the presenter for the evening with a selection of shipping slides taken at places around the world. I started on the Moscow River with a shot of one of the river cruise vessels and proceeded via Saint Petersburg and Rotterdam to the Mediterranean, thence to Singapore, New Zealand, Pacific Islands, Canada and Iceland. I have never travelled outside of Europe, so a number of slides shown were those that I have acquired from various sources. As a result a few of the slides were not up to my usual standard, but nevertheless were worth showing because of their location and/or

interesting vessels. Oldest vessels shown were Lurline (1932) at Honolulu, Myrina (1938) at Naphlion and Romanza (1939) at Malta. I hope everyone had an entertaining evening.

August

For the August meeting we welcomed Beryl Whipp, alias Lord Nelson, who came along dressed in a replica of the admiral's full dress uniform. Beryl started her talk by giving some details of her career as a nurse, of which some time was spent working on the docks at Hull, expanding this with numerous anecdotes of 'incidents' that she attended. Beryl then continued on the nautical theme by talking about the sail training ship Lord Nelson and how the vessel is able to provide voyages for people of all physical abilities. Normally the vessel sails with an equal number of able bodied and physically disabled crew. Beryl also provided anecdotes connected with her voyages on the vessel. Thanks Beryl for coming along and giving us an interesting evening on quite a different theme from our normal meetings.

THIS AND THAT BY ROY CRESSEY

Euronav's tanker market challenge

Belgium based Euronav is one of the world's leading independent tanker companies engaged in the ocean transportation and storage of crude oil and petroleum products. At present Euronav commercially manages 15 Suezmax vessels on the spot market (of which 12 are owned or partially owned) whilst 9 VLCC's are traded by the Tankers International Pool on the spot market. 10 Suezmax and 3 VLCC's are under time charter contracts.

Euronav state that the current challenge for the tanker market is almost entirely on the supply side as the market continued to have an oversupply of available tonnage. Improvements have been seen however



with oversupply being reduced by (1) an improvement in tonne-miles (longer voyages from West Africa, Latin America and the Caribbean to the Far East and India), (2) a decrease of the actual number of ships that meets the quality standard required by the industry, making them commercially difficult to fix and (3) to some extent the scrapping activity seen so far this year. In order to continue this trend, older tonnage needs to be scrapped, orders need to be cancelled or at least delayed whilst further consolidation of the market via mergers or participation in pools would help. Overall the market is

better in 2012 than it was at the same time in 2011 giving cause for optimism.

Photo: The 157,667 dwt Belgium flag crude oil tanker Felicity is fully owned by Euronav and is seen on the Calandkanaal, Holland awaiting orders. She sailed via Port Said to Ras Tanura, one of the world's largest crude oil terminals in Saudi Arabia. Photo: Roy Cressey

Damsterdijk lights up Leith

During the dismal weather that has passed for the early British summer, it has been pleasing to observe the number of well kept vessels that have visited our ports. This is possibly due to the fact that during times of recession crews have more time to lavish



care on the upkeep of their vessels. A recent visitor to the port of Leith in Scotland was the 2007 built, Netherlands flagged Damsterdijk. Looking resplendent the vessel was a credit to her crew as she had been tramping visiting the UK ports of Belfast and Sharpness in April 2012 before taking a cargo from Denmark to Santander in Spain. From here she made the short voyage to Bordeaux

in France on 12 June, where she loaded a cargo of wheat for Leith, arriving at the Scottish port on 18 June. The 4,450 dwt vessel is operated by Navigio Shipmanagement of Groningen, and after lighting up the Leith skyline whilst she discharged her cargo, she departed for Rekefjord in Norway on 23 June to load a cargo of asphalt aggregate used in offshore and hydraulic engineering.

Photo: The Netherlands flag Damsterdijk discharged a cargo of wheat from Bordeaux at Leith in Scotland on 18 June before departing for Norway. Photo: ©Iain McGeachy

Former regular Isle of Man visitor capsizes in Guyana

On June 8 it was reported that the 53 meter long, 713dwt freighter Miss Ellisa had capsized in the Demerara River, Guyana. The vessel had left Georgetown heading for Trinidad and Tobago with a cargo of coconuts, poles and rice when the cargo shifted. The crew managed to turn the vessel around and she was heading back to port when she rolled over and sank in the river. Six of the seven crew were pulled from the water but the ship's cook was still missing when the search was called off. Normally this would not cause too much interest in the UK but on closer examination it was found that the vessel was built in Holland as the Apollo 1 in 1969 later becoming Arklow Shipping Co's

Arklow River. She then had spells as Cynthia June, under which she paid many visits to the port of Gloucester, and as the Tora under which she was a regular visitor to Goole. However she is best remembered for the period between 1988 and 1997 when she took the name Greeba River and undertook the trade between Glasson Dock in Lancashire and the Isle of Man. On this weekly



trade she carried all manner of cargo to the island including coal and personal effects and was an important lifeline to the islanders. It appears she was carrying similar cargoes when she finally met her end at 51 years of age in far away Guyana.

Photo: The 400gt Greeba River which connected Glasson Dock with the Isle of Man is seen loading at Glasson Dock on 30 April 1991. She capsized and sank in the Demerara River, Guyana on 8 June 2012. Photo: © Brian Cowburn

Scrap Metal cargoes from Scotland

Inverkeithing Bay in Scotland is only small but its claim to fame is that it is the last resting place of many great liners and warships which were dismantled there. There are two small berths – one on the east side which is mainly timber and one on the west side



which is used for the export of scrap metal. It is unusual to have the two berths occupied at the same time and even rarer to have two ships leaving on the same tide as was the case on the afternoon of 24 July. The timber berth was dredged in August 2010 and since then several vessels have used the berth, the latest one

being the Evert Prahm 2,390 dwt. on 22 July. She brings many timber cargoes to the eastern side of the UK on a regular basis and she departed on 24 July for Mistley at

18.15 hours. Just over two hours previously the 1,680dwt coaster Amadeus operated by Baltnautic Shipping Ltd., had completed loading a cargo of scrap metal and had sailed for Rouen. RM Supplies are one of Scotland's largest independent scrap processors and exporters having moved to the Inverkeithing site in the 1980's and scrap is exported from their own dock facilities at Inverkeithing and by container as required.

Photo: Amadeus 2001/1,435gt is seen loading a cargo of scrap metal at Inverkeithing on 24 July before departing for Rouen at 16.00 hours on that day. Photo:© Iain McGeachy.

Large bulker for Ghent Canal.

The bulk cargo carrier Koto Queen 2001/16,963gt was built by the Imbari Zosen KK yard for San Lorenzo Shipping SA (Shoei Kisen Kaisha Ltd) and operated under the flag of Panama. In 2011 she was sold to Orange Star Shipping PTE Ltd of Hong Kong and under the management of Northstar Ship Management she was renamed Citrus Venus under the Hong Kong flag. As such she has traded worldwide visiting



Vancouver and New Orleans in March 2012. The 28,492dwt vessel measures 169m x 26m and averages 8.3 knots on passage. Her 5 holds served by 4 x 30.5t cranes make her suitable for most bulk trades including grain. She discharged on the Ghent Canal on 12 May before sailing from Terneuzen to load a cargo at Rouen destined for Algiers.

Photo: The Hong Kong flag bulker Citrus Venus departs from Terneuzen on 12 May after discharging a cargo on the Ghent Canal. She was departing for Rouen to load a cargo for Algiers. Photo: © Roy Cressey

THARSIS (III) -NEW COASTER DESIGN

Type 2300 Kaapcoaster named

We have looked at the three vessels named Tharsis in past editions of Humber Light and their connections with the Humber. On Saturday 25 August, the latest new building project at the De Kaap shipyard in Meppel, Netherlands was named. Yard No 253 was the first in a new series of 2,300 dwt multi-purpose “green concept” coasters with low air draft and double propulsion powered by two diesel-electric units with very economic fuel consumption (the reduction in comparison to a similar vessel with conventional

propulsion arrangement, will be 15%). The new design of the extremely economic vessel is specially developed for coastal/sea river trading and the double propulsion will give good manoeuvrability for operation in small ports. The vessel was named Tharsis by Mrs Mariske de Jong and Mrs Maartje van de Heuvel (respective spouses of the owners) and owned by Scheepvaartonderneming "Tharsis" CV of Delfzijl. She is expected to take up trading between Duisburg and Goole after completion of fitting out. Two previous vessels of this name have served on this service and the new vessel is said to be a combination of the best attributes from these previous vessels.



1. Tharsis, seen after naming, at the De Kaap yard in Meppel, Netherlands demonstrates a cargo capacity of 3,272m³ with a deadweight tonnage of 2,300 , whilst having a shallow draft of only 3.70m making her ideal for small port trading. The vessel was named on 25 August.



2. Inside view of the new Tharsis.

Both pictures: Gerrit Bosma.

SHIPS REUNITED ON THE BOSPHORUS

One of the best locations in the world for ship photography is undoubtedly the Bosphorus, the narrow stretch of water separating the Sea of Marmara from the Black Sea. Due to the narrowness of the channel (just 700 metres at one point) a convoy system is operated whereby, under normal conditions, vessels go southbound for 12 hours then northbound for 12 hours. There are numerous vantage points along the strait's 32 kilometer shoreline.

A visit to the Bosphorus will produce a wide variety of shipping ranging from very large crude carriers (VLCC) to the smallest of coasters. Russian sea/river ships are prominent, trading to ports on the Black Sea, as well as the Sea of Azov and the Volgo-Don Canal. Part of the attraction of a trip to Istanbul is the prospect of seeing older vessels, many of which have European origins. Although the profile of vessels seen has changed in recent years, with container ships now common place, the Bosphorus remains a good place to see general cargo ships with masts and derricks, especially older coasters. A six day trip in early July this year produced over 400 sightings, excluding the regular ferries and tugs. A number of vessels seen were previously regular visitors to the Humber.

On day 1 (July 5th) one of the first vessels seen passing Kandilli was the *ADI* (MDA 82/1499). Built by Hugo Peters she was built as *ALADIN* and was a regular Humber visitor as such and as *ALADIN I*. Sister vessel *SAM* (MDA 81/1499), a Trent regular as *SESAM*, was seen heading southbound on the 9th. The southbound convoy on the 5th produced a vessel which spent three months laid-up in Alexandra Dock, namely the *NAZLICAN* (TUR 78/8383). She arrived at Hull as *DEFIANT II* on 15th November 2008 and left as *NAZLICAN* on 21st February 2009. (Photos: upper *ADI*,



lower NAZLICAN both 5/7/12 in the Bospherous © Simon Smith)

Day 2 saw the former *SALRIX*, now *GULF SOUTH* (KNA 77/2563) heading Northbound on passage from Antalya to Sochi. Her current owners are listed as Pasifik Lojistik Grubu of Istanbul. Southbound on the same day was the *SILVIA* (BGR 82/7788) instantly recognisable as a former Stephenson Clarke vessel. Previously *STORRINGTON* she was sold to Naviborn of Varna last year (sister *DURRINGTON* is now *BATYA* with the same owner).

Seen on the third day of my visit was *GOODWAY* (MDA 77/2822), built for Everards at Goole as *SPECIALITY*. She was en route from Varna for Nemrut Bay. Ahead of her was the Sietas-built low air draught coaster *GULF RIVER* (TZA 81/1939), familiar on the Trent as the St. Johns-registered *MERLIN*. That evening a short ferry hop to Kadikoy produced a sister vessel to the *GULF RIVER*, the *PARDI* (PAN 82/1939) which is laid-up at Haydarpasa Port. She made a number of visits to the Trent and Ouse as *MIKTAT N.* in 2007 by which time she was already in Turkish ownership.

A welcome sighting on day 4 was the rather strangely named bulk carrier *DIDDLE* (PAN 80/11632), built for Polsteam as *KOPALNIA SIERSZA* by Govan Shipbuilders and a visitor to Immingham as *WADAG II*. Southbound on day 4 was the Cork-built *SKYLARK* (VCT 76/999), a regular Upper Humber caller when she operated for Tallinn-based



Vista Shipping. *(Photo: DIDDLE in the Bospherous 8/7/12 - © Simon Smith)*

A number of vessels previously seen on the Humber were noted on July 9th. Northbound was the *EGE M.* (TUR 80/1055). Built by Hitzler as *UNION ARROW* she had visited the Humber in recent years as *BAY TRADER* whilst operating for Arpa and as *CREA*. Close behind *EGE M.* was *RMS BUCHHOLZ* headed for Constantza from Halkidiki. Southbound on the 9th were *KOMET* (VCT 79/1181) a product of Hancocks at Pembroke Dock and originally *FASTNET ROCK*. On passage from Bourgas for Diliskelesi she was well laden with timber. Also southbound was the Hull regular *MACIEJ RATAJ* (MLT 85/21531) headed Barcelona from Novorosiysk.

My last day in Istanbul produced the *NARVA* (RUS 78/1926) formerly the *BALTIYSKIY-101*.

(Photo right © Simon Smith).

As a postscript to the above article, Simon advises that the *GOODWAY* subsequently arrived off Aliaga, for demolition, on 22nd August.



Simon Smith - August 2012

HULL DOCKS NOTES

11th June 2012

Some new sightings to start the diary off, not all however listed in Lloyds Register of Shipping, these I will leave at the deadweight tonnage which I will glean from the ABP website.

“Clipper Saga” (2007/2613grt) hove to at the Saltend Jetty with tug assistance, too distant to properly identify the names, but they were SMS, the Old China Hands as I have sometimes referred to them, distinctive by the red hulls at least.

In King George Dock the “Erria Swan” (11,336dwt) was found at 7 Quay, discharging into the Westway tank conglomeration, molasses, at a shrewd guess. Across the dock North Gap secured “Paula C” (5000dwt) a general cargo ship of Carisbrooke line, the Spanish registered “Muros” (2008/2998grt) was berthed at 10 Quay west, scrap metals being loaded.



William Wright Dock held the general cargo ship “Vanquish” (1995/2997grt) I later sighted “Mosvic” (1987/ 2236grt) on C Jetty in Alexandra Dock.

12th June 2012

“Samskip Courier” (2006/7852grt) and the Hong Kong registered “Thor Friend” (2008/8546grt) were the only additions to the previous days report. *(Photo previous page- THOR FRIEND outward from King George Dock © Patrick Hill)*

14th June 2012

“Samskip Courier” continued loading at the Container Terminal, “Transfrej” (1994/2999grt) worked at 3 Quay west with containers, “Patria” (1996/2110grt) worked at 9 Shed, with “Tinno” (1991/1986grt) close by at 11 Shed, “Beaumagic” (2007/2545grt) was at 10 Quay East, previously mentioned “Thor Friend” was clearly visible at the North Gap quay.

My notes tell me that about this time, whilst in the vicinity of the Corporation Pier, I spotted some considerable activity at the old Central Dry Dock, last known owner Ruscador Ship Repairers; I made my way round to the old dock to find that there was a major operation to clear the silt from the dock. The old stepping was now cleared of silt and the keel blocks could be seen. I later discovered that the dock may become an addition to The Deep which is almost opposite on the east bank of the River Hull, the old dry dock is on the west side, linked by a footbridge. As a commercial repair dock it could take ships of 4500grt.

18th June 2012

A nice warm day, my notes tell me. The Olympic Torch was cheered through the streets of our fair city on its way (eventually) to the south. Did not make it to the waterfront on this day so relied upon the ABP website for shipping information.

I see that the Seismic Survey boys are back in town, or should I say port, in the shape of “Geco Emerald” (1992/2546grt) was listed at 12 Shed, “Aspen” at 11 Shed (no detail), “Maris” (1984/5106grt). The big Federal bulkers are becoming reasonably frequent visitors, this time “Federal Seto” (2004/20661grt, 30,489dwt) on 9 Quay Middle, registered in Hong Kong. “Lammy”



(2862/2010grt) was at 9 Shed, "Wilson Amsterdam" (2009/2451grt) at 11 Shed. (*Photo previous page - MARIS passing Spurn inward for Queen Elizabeth Dock ©Patrick Hill*)

19th /20th June 2012

Watched "Birka Carrier" negotiate the lock pit at Kings, regular liner between Helsinki and Hull she weighs in at 12251grt, bridge well forward, cargo aft, built 1998, she turned easily once in the dock to place herself on 16 Shed at the Finland Terminal.

Noticed the blue and yellow flag of the Fishery Protection boys just visible above the warehouse at 3 Quay, turned out to be "HMS Tyne" in port for a bit of R&R for the crew possibly.

"Fembria"(2006/5657grt) was looking very smart at 7/8 Shed, "Wilson Amsterdam" continued at 11 Shed, "Veritas H" (1995/2899grt) was inward bound to the lock pit as soon as "Birka Carrier" cleared, previously mentioned "Lammy" had shifted to the north wall of Alexandra Dock for attention of MMS Ship Repairers

It would be on the 20th of the month that I observed a vessel coming up river at quite a rate of knots, only to slow as she passed the river berthed "Pride of Rotterdam" (2001/59995grt), it turned out to be the Geophysical Survey Ship "James Cook" (2463 tons displacement), on her way for refit and maintenance at Dunstons, William Wright Dock. She stayed a few weeks before resuming duties, presumably South Atlantic. My contact at Dunston`s told me that the accommodation aboard the James Cook was second to none.

"Alex Leonie" (1975/4597grt) was on C jetty in Alexandra Dock discharging timber, "RMS Neudorf" (1990//1985grt) was across the dock at 15 Shed.

In King George and Queen Elizabeth "Federal Maas" (1997/20837grt) was berthed at 10 Quay Middle, "Samskip Innovator" had pulled into the Container Terminal, whilst "Ulrike"(2002/2994grt) was on 10 Quay.

25th June 2012

Not a great deal to report today,"Geest Trader" (1995/2899grt), "Maris" (1984/5106grt) and "Transfrej" (1994/2997) were at 9 Quay East, 9 Quay Middle, and 3 Quay West respectively.

26th June 2012

"Samskip Courier" (2006/7852grt) had replaced the Trader, "Birka Trader" (1998/12251`grt) was at the Finland Terminal, and new sighting "Ingunn" (2001/2998grt) was at 10 Quay East.

28th June 2012

Albert Dock report showed “Sergey Kuznetsov” (1987/2610) was discharging at the Andrew Marr’s Quay, “Novatrans” (1991/2561grt) was in William Wright Dock.

In Kings, Turkish registered “Serra-Mert” (2010/3516grt) was at 3 Shed, oil products cargo I believe,.

30th June 2012

A Saturday and Sunday of sun and showers, my diary tells me, In dock that weekend were the self discharge bulk carrier “Sandnes” (2003/17360grt) at 10 Quay East, “Union Silver” at the Steel Terminal, “Scot Pioneer” (1997/2690grt), “Vigilant” HMRC’s custom’s chaser or rummager, as the old days would call her, was in Alex and “Putford Jaguar” at SMS . A ship called “Helsinki” was in Kings at 11 Shed.

2nd July 2012

“Maris” (1984/510grt) discharged at 9 Quay Middle, “Star Bonaire” (1993/2357grt) was at the Refinery berth. Over in Q.E. Dock Valetta registered Polska ZM’s “Major Hubel” (1985/21531grt) was at 10 quay Middle. “Emsmoon” (2000/4563grt) berthed at 10 Shed, “Kapitan Mironov” (1995 4988grt) secured at North Gap. “Birka Carrier” was in, “Seeland”



(2006/5257grt) general cargo ship at 7/8 shed, other notables were in Alex Dock, “Finja” (1978/1925grt) was on C Jetty, “Barbarossa” (2000/2301grt) was at 6 Shed. *(Photo FINJA arriving Alexandra Dock © Patrick Hill)*

4th July 2012

Apparently it was a misty day and there was little to see, however, I did note the arrival of a very new looking “Kathy C” (2010/4151grt) distinctive grey hull of Carisbrooke line, assisted by two CH’s tugs.

11th July 2012

Not a great deal to report. “Veritas H” (1995/2899grt) was discharging containers at the terminal, the ocean tug “Idun Viking” was alongside at 7/8 Shed, Hong Kong registered “Federal Nakagawa”(2005/20661) was berthed at 10 Quay Middle unloading coal.

14th July 2012

Watched Deilman`s cruise ship “Deutschland” (1998/22469grt) arrive at King`s, her annual visit. Observed her from the Victoria Dock Promenade, her white hull looking the usual immaculate state in the afternoon sunshine, this being Saturday, she will have remained in port until Sunday evening.

16th July 2012

“Federal Nakagawa” had been replaced at 10 Quay Middle by “Anatoliy Lyapidevskiy” (1984/14141grt), I assume, more coal

31st July 2012

Returned from a short holiday in France, landlocked, however was staying close to Lake Geneva, a cruise round the lake in the beautiful old paddler “La Suisse” built 1910, completely renovated between 2007 and 2009 was a delight, now steam powered with engine room pistons and drive shafts visible amidships. A number of paddlers ply the lake, the total journey taking slightly over four hours, one may change ships at any of the ports dotted around the lake, including Evian, where we sailed from, Lausanne, Montreux, Yvoire and numerous small ports and jetties.

31st July 2012

Noted the “Arklow Freedom” (2008/2998grt) at 10 Quay East, chemical products tanker “Nordic Marianne” (2005/4473grt) was on Saltend Jetty. Notes tell me that Jenkins Shipping based Northern Ireland I think, are to build a large warehouse on King`s for the storage of imported paper, their speciality product for shipping.

1st August 2012

10 Quay Middle quite busy, “Powstaniec Listowpadowy” (1986/21531) was the next ship to berth beneath the quay cranes for discharge of coal, Wagenborgs “Mississippiborg”(2000/6585grt) was reported at 11 Shed, “Birka Express” at the Finnland Terminal, “St. Maud” (10018dwt) at 7 Quay, “Bar Protector”(4670dwt) at 7/8 Shed.

2nd August, 2012

Just two notables to round off with, “Barbarossa” (2000/2301grt) at B jetty in Alex, and the bulker “Federal Yukon”(2000/20659grt) at, yes, 10 Quay Middle.

Malcolm Ladd

GREAT TRUE ADVENTURES IN GALES AND STORMS - Part 1

being edited diary extracts involving ferry crossings to the Scottish islands

Claionaig to Lochranza (MV Loch Tarbert)

April 1993



LOCH TARBERT photographed on its regular crossing 29/3/12 - © Nigel Cole

I took some leave to take my son Graeme camping and golfing. We set off late morning in the rain, driving through Alloa to Stirling. Then we came across to Loch Lomond, up and around Loch Long to Inverary and Lochgilphead, to suss out a golf course and camp site. I made a mental note: Don't even think of attempting the course at Lochgilphead, ever. It's a nasty, straight-up-the-mountain job. The camp site looked awful too. We went on to Tarbert, but disliking the appearance of the camp site, we continued on to Clachan, which was ten miles from the nearest golf course and also rather dire. So, we went back to pitch at the West Loch Tarbert site, which is steep and very wet, muddy actually, and is populated by hens. The man on the radio said that it was going to be a dry, cold night. I believed only the cold part. The evening was so exciting that between us we almost cracked Peter Bee's crossword in The Scotsman.

It rained all night. We woke up to owls and the sound of rain on the flysheet. We were both cold. Bacon sandwiches and hot chocolate for breakfast helped, but only a little. Plan A: drive to golf course and check it out; on to Tarbert to get information on Arran ferries; return to play golf; strike camp and go for Arran. Plan B: Yes, what is Plan B? It turned out to be: Go directly to the course and tee off at 8.30 a.m. A challenging round, of nine holes twice, through bogs, marshes, fields of skunk cabbage, up and down hills, in and out of burns, losing about eight balls in the process. Graeme played well and so

did I, under the circumstances, but he beat me to take the trophy. After lunch at the fish shop in Tarbert, we did a rapid decamp and shot around to Claonaig for the Arran ferry - the back door to this island. The weather was still wild as we watched a submarine making its way south through the Kilbrannan Sound. The MV Loch Tarbert is only a year old and can accommodate up to eighteen cars but on that day there were only four. The passage was over almost before it had begun. In Brodick I investigated the main ferry situation for the following day and found there to be three sailings to Ardrossan, timed at 11.05, 5.20 and 7.20. The first two were fully booked. The last had two places, one of which we signed up for, but we decided to go for the 11.05 on the off chance of a no-show. The camp ground we found at Glenrosa is spectacularly beautiful. We pitched right by the river, with a view up to Goat Fell.

Arran is said to be Scotland in miniature, so it duly rained all night, again, and the stream was a torrent in the morning. It was so full-on that we got up at 5.30 to find that the inside of the tent was almost as wet as the outside. The river was high, the ground was puddly and boggy and we were lucky to get out of there. Later, we cruised the street in Brodick and settled into waiting for the only newsagent to open. It didn't. We drove down the coast to another place but it was closed too. Back in Brodick we considered our options. We could go back to Lochranza, take the short ferry and face a long drive. The alternative was to sit it out in Brodick, a port that had already offered us everything it was going to in the first five minutes (it was a Sunday) for an entire, very wet day with nowhere to go and nothing to eat or to do except play Queen's "I want to break free" on the car's tape player. It wasn't such a difficult choice really. The MV Loch Tarbert was pressed into service for us alone on that morning, which was a surprise because the black skies and howling winds simply screamed 'Get me out of here' very loudly to everyone on the island, whether they had Ardrossan tickets or not. We broke free and got home to North Berwick several hours before the last ferry left Brodick.

The lesson: Scottish ferries aren't always turn-up-and-go opportunities. Unfortunately my memory is sometimes short and I hadn't learnt this lesson from when I tried to get over to Mull twenty-one years earlier.

Scrabster to Stromness (MV Hamnavoe)

October 2003

It takes the best part of a day to get to Kirkwall from Glen Loy, near Fort William, setting off at about 6.30 and catching the 12.30 ferry from Scrabster, for which there are long check in times, as for airports. Our crossing was a little choppy but bearable. The route is almost due north across the Pentland Firth, hugging the coast of Hoy until you enter Scapa Flow at Hoy Sound. This gives excellent views of the rugged cliffs of the west

coast, including the Old Man, which is the highest sea stack in Europe. We had good reason to thank our daughter Kate for recommending this route over the shorter one from Gills Bay to St. Margaret's Hope. The ferry on that route is older and smaller and it ran aground about a month ago whilst entering one of the harbours. Stromness is the ferry port on Mainland Orkney. It's a small, grey and forbidding-looking community hugging the sheltered coastline, but on a visit there 3 days later we found the main street to be a model of conservation with everything done in the best possible taste. Signage, street furniture, paving, detailing: everything is understated and well done. Also, there are very few shops and, in October, very few tourists.



HAMNAVOE departing Stromness 18/10/05 - © Stuart McMahon

Our stay in Orkney was marked by some violent weather. For our departure, more gales were forecast and they indeed returned. Winds were gusting over 60 mph. Consequently, the morning ferry from Scrabster was sent around the long way through Scapa Flow where the waters are more sheltered. It was about half an hour late, but that was better than expected. To make up this time our captain decided to ride out the storm on the return journey, heading west into the teeth of the gale before turning south east and aiming at the mainland. Getting out of Hoy Sound was interesting. We were told that it would be 'pretty uncomfortable' and for those with nervous dispositions or anyone who had eaten breakfast, this was an understatement. I decided to be at one with the elements and stand outside on the rear deck, hanging on to the conveniently placed and sturdy handrail. It was just after we saw a waterfall at Muckle Head, Hoy, blowing (or falling?) straight upwards - very bizarre and not a little confusing at first - that the big wave hit us. Fortunately the Hamnavoe is a new vessel and I think we all felt reasonably secure, but nature was trying hard to deal us a fatal blow. When the horizon disappears downwards and the

next moment you see only the sea, you know it's quite rough. I was standing next to a lady from Tasmania, who was born on King Island in the Bass Strait, which she said is the third worst stretch of water in the world, after capes Horn and Good Hope, for violent seas. It was her opinion that ferries would have been cancelled there under these conditions. This was an exhilarating experience of the first order. So much so that next time I'm going to fly. We docked after two and a half hours, an hour and a quarter late.

Gordon Haynes

HUMBER UP-RIVER NOTES

June

Commencing at New Holland Jetty, June 5th saw the arrival of *Abis Breskens* (NLD 2978/11), followed on the 7th by *Muros* (CNI 2998/08) from Sousse. Three days later on the 10th *Tanja* (NLD 3801/86) arrived from Rauma and then a gap until the 17th when *Clara K* (NLD 3057/07) arrived from Brusbuttel. The final ship of note for the month was *Alserbach* (NLD 2905/97) which arrived on the 28th. At Barrow Haven, the regular caller *Ala* (PAN 1064/68) arrived on the 6th from Amsterdam with probably another cargo of the concrete blocks it has brought before. I couldn't get along there to double check.

On the Trent, *Maimiti* (NLD 2224/01) arrived on the 10th and *Hanoi* (GIB 1801/11) on the 17th. The latter ship appropriately named, as she was built at a Vietnamese yard. At Grove, *Delia* (ATG 1846/00) arrived on the 6th from Dakar and also *Cassiopeia* (DMA 1939/81) from Malaga. *Vita* (ATG 2497/90) arrived at Gunness on the 20th. (Photo HANOI at Flixborough 18/6/12 - © Editor)



At Goole *Acer* (GBR 1990/93) arrived on the 2nd. This vessel was renamed shortly afterwards as the *Celtic Explorer*. The 5th saw the arrival of *Heenvliet* (NLD 2459/11) and the following day *Thule* (DEU 2482/96) arrived from Tolkinen. *Drawa* (POL 1575/78) arrived from Fredericksvaerk on the 8th and *Marinda* (NLD 2056/99) arrived from Ereğli on the 15th. Finally *Jason* (LBR 2452/08) arrived at Howdendyke on the 10th.

July

At New Holland Jetty, *Antje K* (NLD 3037/02) arrived on the 18th, *Jeanette* (NLD 3990/07) from Rotterdam on the 21st and *Lady Mary* (ATG 2451/08) from Naantali on the 31st. In the dock at New Holland, the only vessel of interest was the *Lady Alexandra* (NLD 2544/12) on the 3rd from Riga. At Barrow Haven, *Roseburg* (ATG 1991/91) arrived from Riga on the 8th, its second visit of the year.

At Flixborough another arrival on the 3rd was *Geervliet* (NLD 2459/11) and on the 17th *Bomar Moon* (ATG 1867/10). The only arrival of note at Grove was *Sea Melody* (BRB 2450/94). Finally for the Trent this month, there are two vessels to mention at Gunness: *Dan Fighter* (DIS 852/88), which



arrived on the 1st and *Wilson Dover* (BRB 2480/93) from Klaipeda on the 21st. (Photo GEERVLIET at Flixborough 11/7/12 - © Rick Ward)



At Goole *Barbarossa* (GIB 2301/00) arrived on the 15th and *Yvonne* (ATG 2528/08) on the 17th and at Howdendyke, *Flinterhunze* (NLD 2458/01) on the 7th and on the 19th one of the less familiar RMS vessels seen in these parts, *RMS Jurmala* (BLZ 2363/81) from Creeksea. (Photo FLINTERHUNZE at Howdendyke 11/7/12 - © Rick Ward)

August

Interesting shipping was a little thin all round this month, including New Holland. *Almadiep* (CYP2954/03) arrived at the jetty on the 3rd from Antwerp and *Ela S* (DMA 1559/84) arrived in the dock on the 21st. However, two arrivals on consecutive days at Barrow, almost unheard of nowadays. On the 7th *Lady Anna* (NLD 2544/12) arrived from Riga, sailing again on the next tide, to be replaced the next morning by *Ran* (ATG 1943/86) which also arrived from Riga, but by way of Ipswich. Not a great deal of interest on the Trent either. At Flixborough *Bente* (NLD 2997/08) arrived on the 2nd and the same day *Lady Amalia* (NLD 2544/12) arrived at Keadby from Riga.

At Goole *Adele* (ATG 2481/91) arrived on the 1st from Tolkinen.

IMMINGHAM DOCKS OPEN DAY

July this year marked the 100th anniversary of the opening of Immingham Docks and to mark the event, Associated British Ports opened their port gates to the public for probably the first time since the original opening. The weather forecast for the open day was good and although it did start overcast at the opening time, the clouds soon dissipated and blue sky remained for the rest of the day.

Basically, the visitors were allowed free reign of the dock area south east of the entrance locks and on both sides of the dock. A number of tugs were tied up on the south western quay and it was from this area that short trips on one of the Humber pilot boats departed. This trip proved very popular and with only a small passenger capacity, there was a long queue all day. In fact one of our branch members was seen to be waiting in the queue for his turn, for some considerable time. On the north eastern quay the naval patrol vessel *TYNE* was tied up and open for visitors and astern was the Humber sailing vessel *PHYLLIS*. *UKD MARLIN* was tied up in the lock itself and also open to visitors. There were a number of cargo vessels at the other end of the docks, which was out of bounds, including two bulkers, but nevertheless they were all fairly easily photographed.

Other attractions on the day included displays of railway freight locomotives and vintage vehicles, including cars, lorries and an ex Sheffield bus. Grimsby & Immingham Tramway car 14, from the National Railway Museum, was also present and open for visitors. A visit to the port control centre also attracted long queues. A 45 minute coach tour of the complete port was also operating, if you could find the starting point, enabling you, amongst other things, to see the Tor Line and coal terminals at close quarters.

All in all a very good day, with enough going on to occupy the six hours or so that the docks were open. ABP should be congratulated for their initiative in opening the docks to the public on this special occasion and for the time that must have been taken in organising all the attractions.

FINALLY.....

Thanks to all the contributors this month, those mentioned in the editorial plus Patrick Hill and George Robinson. For the first time I have had more material than room in the journal, so regrettably I have had to hold over several articles and part articles until the winter edition, which as usual will appear earlier than usual due to the holidays. Closing date for contributions is December 1st. Hope you have enjoyed the read!



The offshore support vessel BAR PROTECTOR (BHS 6987/81) in King George Dock
23/7/12 - © George Robinson



The Faeroe Islands flagged general cargo vessel TRADER BULK (2677/73) in King
George Dock 6/8/12 - © George Robinson



AB BILBAO outward on the Humber from Grove Wharf 30/6/12 – © Simon Smith



MISSISSIPPIBORG outward on the Humber 8/12 (see page 16) - © Patrick Hill