

The

# Humber Light



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

**Volume 50 Number 2 – Spring 2012**

## PHOTO GALLERY



*Cover Photo - FIGARO (ex Tharsis(2)) proceeding up the Trent on 19th February 2012 for Neap House Wharf - Photo by Roy Cressey (see article page 12).*

*Upper Photo - NOAH at Guinness Wharf 12 December 2011, flying the Moldovan flag, with Giurgulesti, on the Danube, as port of registry - Photo by Rick Ward, see page 13.*

*Lower Photo - GALA (ATG 2867/89) outbound from Goole on the Ouse, 30th December 2011 - Photo by Rick Ward.*

# **THE HUMBER LIGHT**

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Volume 50 Number 2 - Spring (April-June 2012)

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## **EDITORIAL**

The first thing that no one can fail to notice about this edition, if they receive the printed copy, is the new booklet style format. I mentioned the possibility of changing the format about this time last year and I also brought up the topic at the last AGM. Members present at the AGM seemed to have no preference for one format or another and as no one has thrown their arms up with horror at the idea since then, I have decided to give it a try.

The meeting season will soon be with us, kicking off with the AGM in April. Do come along if you possibly can. The formal part of the evening does not last too long and you have the opportunity to raise any issues of concern about the running of the branch, if you have any. To follow we have Patrick Hill with his 'Illustrated Port Jottings', for the first time on the digital projector.

For the information of those members who visit the branch web site and have not seen my recent message: Microsoft are withdrawing the free web space facility that we use for the web site at the end of April, so the web site will disappear then, until I can sort something else out. You may have already noticed that I have withdrawn the 'contact us' page, due to 'spammers' using it to collect addresses for spam lists. I had not come across this problem before, but I have read that it has become widespread.

Annual branch subscriptions are now due and Hilary would be pleased to receive a cheque for £8 by post, or at the AGM in April from those who will be attending. The monthly meeting 'door' charge can also be paid in advance at an additional £7.

## DIARY

- 27-04-2012 AGM plus 'Illustrated Port Jottings' – Patrick Hill
- 25-05-2012 Tor Line - A slide presentation by Paul Morgan
- 29-06-2012 To be confirmed
- 27-07-2012 To be confirmed
- 17-08-2012 To be confirmed
- 28-09-2012 A presentation by George Robinson - subject to be confirmed
- 26-10-2012 Annual Photographic Competition

ALL MEETINGS TO START AT 19-30.

### THIS AND THAT BY ROY CRESSEY

#### **Bananas to Europe**

The Liberian flag, 10,282dwt. reefer vessel Dole America is one of four reefer sister vessels, each similarly equipped and operating a four week round trip between Costa Rica, Puerto Rico and Antwerp. They are scheduled so that one arrives in Antwerp each Sunday evening to begin discharging bananas for the European market on Monday morning. The vessel has operated on this service for many years and in November 1999 collided with the Nab Tower on the eastern approaches to



the Solent and was holed in 3 places above and below the waterline. At that time she discharged bananas at Portsmouth before going on to Antwerp. Recently, however, she has been going direct to Antwerp from San Juan in Puerto Rico and even in the present difficult trading times the 1994 built reefer has kept Europe supplied with bananas. *(Photo DOLE AMERICA - Brian Cowburn)*

### **First cargo from new Scottish grain store**

The Netherlands flag coaster Hekla 2008/2,281gt, port of registry Ten Boer, managers Wagenborg Shipping b.v., Delfzijl, arrived at the Scottish port of Montrose on 19th October 2011 to load out 2750 tonnes of rape seed bound for Rotterdam from the new bulk grain store at the port. The vessel was completed by Veka Bijlsma, Lemmer on a hull fabricated by Lodenice Nova Melnik sro, Melnik, Slovakia. Completed in May 2008 she has been in Montrose on at least two previous occasions with baled wood pulp. She came alongside at the recently-completed 240-metre deepwater berth which hosted its first arrival, the Norwegian supply vessel, Siem Amethyst 2011/7,473gt, on 8th August 2011. The grain store is currently holding around 25,000 tonnes of bulk barley. This storage and drying facility is planned to expand over the next few years to accommodate upwards of 70,000 tonnes of cereals.

### **Pembroke Refinery changes ownership**

Valero Energy Corporation has completed the purchase of Chevron's Pembroke refinery in Wales, as well as extensive marketing and logistics assets throughout the United Kingdom and Ireland. The purchase price was

\$730 million, excluding working capital, and was funded from available cash. Chevron also confirmed completion of the deal, which means, with effect from 1st August



2011, Chevron Limited is now part of the Valero family of companies. Under the agreement Valero is required to change the legal name of Chevron Limited and its subsidiaries, to remove references to 'Chevron' and other proprietary names. One of the first tankers to visit after the change in ownership was the 149,999 dwt crude oil tanker Bodil Knutsen which arrived on 17th August from Stratfjord with 124,776 tons of Norwegian crude oil. She discharged her cargo at Valero berth 6 and sailed on 20 August in ballast for Stavanger. The Isle of Man flagged vessel is operated by Knutsen Shipping of Norway. (*phoro BODIL KNUTSEN - Des Davis*)

### **Pilot Boat deck cargo**

On 15 October the OXL Emir arrived at the port of Pembroke in South Wales from Le Havre. Here she was to load an unusual cargo in the shape of a pilot boat,

Nahodha II built at Pembroke Dock by local firm Mustang Marine. Although the next port of call for OXL Emir was Las Palmas, this was possibly for bunkers. The port on the stern of the pilot boat was Mombassa in Kenya and she was loaded aboard OXL Emir by the vessel's own



cranes. The 11,957 dwt vessel is operated by Eckhoff GmbH & Co KG of Jork, Germany although she flies the flag of Antigua and Barbuda. She was built in 2001 as the CEC Anax and is specially equipped for heavy lifts. *(photo OXL EMIR - Des Davies)*

### **Russian Coal for the Forth**

Most of the Russian coal imported into Scotland comes via the River Forth. The coal is destined for Cockerhills, a coal fired power station that has had several reprieves but is currently due for closure by 2015 and replaced with a gas powered station. Vessels bringing the coal usually belong to the Murmansk Shipping Company and Polstream. The Russian flagged 19,240 dwt bulk carrier, Aleksandr Suvorov built in 1979 arrived with a cargo on 21st October. She had brought similar cargoes previously but usually the vessels arrive and depart under cover of darkness before discharging their cargo. She has only ever been operated by the Murmansk Shipping Co. and she has given 32 years reliable service mostly in the coal trade.

### **Stormy Weather in Scotland and Wales**



November saw the arrival of the traditional stormy weather in the United Kingdom with high winds and rough seas. The 3171dwt dry cargo Netherlands flagged vessel Aspen, which is on charter to Ahlmark Lines of Sweden had arrived at the

Scottish port of Montrose with general cargo from Kristinehamn in Sweden. After discharge of her cargo at the port she loaded softwood logs and prepared to depart to Gruvon in Sweden on Saturday 12th November and with her pilot on board, successfully made her departure from the South Esk estuary into the North Sea but not until after she had overcome some giant waves and a huge swell. Two weeks later in the early hours of Sunday 27th November the small 3150 dwt dry cargo vessel Swanland(Cook Islands flag) contacted the coastguard at Holyhead, North Wales to report that they thought her hull had cracked during stormy weather and she was taking in water. Later the vessel loaded with 3000 tonnes limestone and with eight crew, appeared to have sunk 20 miles north-west of the tip of the Lleyn peninsula in rough seas and high winds. Two crew were airlifted from the water in darkness. *(photo previous page ASPEN - Richard Campbell)*

### **Cargo ship spends over a year in Birkenhead**

It was on 7th November 2010 that the 3,349dwt. Panamanian flag dry cargo vessel Most Sky arrived at Birkenhead on Merseyside. Built in China, she was only 4 years old but was experiencing engine problems and despite having the



assistance of a tug, she collided with the dock wall several times. The pilot raised concerns with the Maritime and Coastguard agency about crew conditions. The vessel was then detained and on investigation it was found that the engines were in poor condition, the inspector reported that it was the worst engine room he had ever seen. The crew had not been paid for several months by the vessel's Turkish owners and there was no heating for the crew. It was also said that some of the vessel's steel girder cargo had been damaged by seawater. Eventually the crew were flown back home in late November. In September 2011 it was reported that she may have been sold and about to leave for Greece but as the first anniversary of her arrival passed she was still alongside in Birkenhead although a noticeable feature was that her name had been painted out. *(photo MOST SKY - Roy Cressey)*

## HULL DOCKS NOTES – MALCOLM LADD

5th October 2011

Raking back through my notebook I find a page of notes which I seem to have overlooked, I am reminded that it was a fine day with a strong south westerly, not unlike the day I am writing this except that the wind today has created havoc across the whole country.

Well, back to October,

“Fairload” (1995/4962 grt) Jumbo Shipping’s heavy lift was discharging at North Gap, using her own gear to place project cargo gently ashore. The cargo, I am advised, is for the Saltend site. Back on the waterfront I spotted “Arklow Venus” (2000/2829grt) leaving Albert Dock to pass my position about twenty minutes later heading seaward. Proceeding up river was a Thames Tug, name not visible because of heavy spray (possibly “Dockman” -ed.). At the same time “Nordic Inge” (2004/6300dwt) a chemical products tanker, was being placed on Saltend by an SMS tug, too distant to read the name.

The remainder of berthed ships were spread across, commencing in the west at Albert Dock: the “Wisdom” (2004/1552grt) was working at GH Gap, closer to my vantage point on the Victoria Pier “Metallica” (2003/3826grt) was working at the south east corner berth.

Alexandra Dock held “Kadri”(4506dwt) at the Euro Terminal, “Inka G” was on C Jetty, “Aspen” (1989 1999grt) departed in ballast.

In King George and Queen Elizabeth ”Maris” (1984/5106grt) was at the Container berth, 9 Quay East, “Trans Odin” (1994/2997grt) also with containers at 9 Quay Middle, “Birka Trader” (1998/12251grt) made ready for departure to Antwerp.

6th October 2011

Not much change weather wise, and not a great deal of change regarding movements of shipping, the wind was blustery with low cloud, much like yesterday. “Kapitan Lus (1998/4998grt) had arrived at 9 Quay West with containers, “Rhein”(1991/3815grt ) was at D shed in Albert Dock, “Emsmoon” (2000/4563grt) had arrived in Alex and berthed at 6 Shed., across the Dock “Nikar G” (2000/2301) tied up at C jetty, Jumbo’s heavy lift “Fairload” continued at North Gap as did other shipping listed yesterday.

24th October 2011

“Algoma Hansa” (2003/ 11290grt) a chemical products tanker berthed early at 3 Shed for the refinery, dwarfing her surroundings somewhat, at 9 Shed



“Westewind” (2003/2080) a general cargo ship had arrived and was working. ”Jolie Brise” (2006/2474grt) was at 15 Shed.

In Alexandra Dock ”Najland” (4402dwt) (1989/3826grt) was discharging timber at C Jetty. Further west in Albert Dock the general cargo ship “Thea Marieke” (2001/2311 grt )

26th October 2011

My notes for this date, now slightly distant, report the arrival of the general cargo ship “Arctic Ocean” with detail of (1989/10829) she was berthed at 10 Quay East, possibly loading scrap metal. “Maris” ((1984/ 5106grt)”Birka Trader (1998/12251 grt) discharged at the Finland Terminal. “Emsmoon” (2000/4563grt) working at 10 Shed, close by, “Westewind” continued at 9 Shed.

31st December 2011

"Star Bonaire" (19977 2257) a Chemical Products Tanker and a fairly regular visitor to the Refinery berth at 3 Shed, made a post festive season call, the weather being cool and not really suitable for ship sighting, rewarded however with a brief glimpse of Wonderland Shipping's "Greenwing" (2002/18311 grt) a bulk carrier discharging coal at 10 Quay Middle, also in King George Dock that day "Tucana" (2008/2545 grt), a general cargo ship, "Greenwing" and "Tucana" relative newcomers, at least to me, "Transagila" (1992/2995grt) was at the newly established container berth at the west end of KGD, (where the Grain Silo used to be). In Alexandra Dock "Evert Prahm" (1996/1598 grt) was at the No.2 Euro berth, "Emsbroker" (2002/4183 grt) was at 6 Shed, "Fri Lake" (1999/2218 grt) occupied the west side of C Jetty.

In Albert and William Wright Dock, "Mikhail Dudin" (1996/ 2319grt) was at the South East Corner berth, "Hav Snapper" (1991/1961 grt) a general cargo ship was at the western end of Albert Dock, carrying, I think, fish, all the Hav ships are named after fish, the snapper is a warm water fish, which I am sure you all knew, "Snapper" is registered in the Bahamas. "Transandromeda" (1999/4871 grt) was close by.

3rd January 2012

So, back to the future as they say, strong winds, Gale Force 10 in some areas created havoc across the country, the Humber was at its white top best as high water approached, from the shelter of the car observed “Samskip Innovator” arrive- tug assisted to enter King George and proceed to 9 Quay East with containers, “Emsbroker” buffeted her way to turn for Alexandra and 15 Shed.

P&O Ferries experienced disruption with the weather to a lesser degree than a malfunction of the inner lock gate at King George Dock, preventing the two Zebrugges ferries “Pride of York” and “Pride of Bruges ” from entering the Dock,

both were served by the river berth normally used by the Rotterdam vessels. In December, Siemens had lodged planning applications to build a wind turbine factory on Alexandra Dock, some big changes afoot there, I will be keeping abreast of developments for this column.

Continuing in Alexandra, "Pacific Dawn" was on C Jetty, "Porhov" (2554 dwt) at the No. 2 Euro berth "Anglian Earl" (2499 dwt) at 23 Shed and Spliethoffs "Erasmusgracht" (1994/8448 grt) was alongside the North Wall.

(Note – the lock gate at King George fell off just before Christmas and affected sailings until the end of the year. After New Year, sailings were disrupted by scheduled dry-dockings.)

12th January 2012

"Baltiyskiy 108" (2554 dwt.) was berthed on C Jetty in Alexandra Dock, her year of build around 1980 with a grt of 1926., "Oostsee" (3300dwt) on 6 Shed,.

In King George Dock at the P&O RoRo berth "European Trader" (1978 17068 grt) took on board freight only. "TransNjord" (4468 dwt) was at 9 Quay Middle for containers.

18th January 2012.

"Visurgis" (1997 2853 grt) was seen at the south east corner berth on Albert Dock, "Lady Irina" (4200 dwt) was further up at Marr`s berth. "Fast Gillies" (3475 dwt) was close by in William Wright Dock, berth`s hereabouts seem to be taking more minerals, fuel and bio mass lately. "Trans Odin" (1994 2997 grt) with "Thea Marieke"( 2001 2311grt) at 7-8 Shed.

2nd February 2012.

The weather now considerably colder with the threat of snow - which was to arrive sooner than expected, "Transodin" (1994/2997 grt) was at 3 Quay Middle, "European Trader" (1978/17068 grt) was alongside at the ferry berth, with freight, not a great deal more from that end of the docks.

In Alex, "Skagern" (2000/4426 grt) was quiet at 1 Shed.



Albert and Wm. Wright Dock yielded "Gerhein G" (1998/910grt) listed as a general cargo ship was at the south east corner, "Hav Snapper" "Evert Prahm" and "Transandromeda" were also present.

6th February 2012

Snow on the ground, fog in the air, and very cold! "Transfrej" (formerly "Frej") worked at 3 Quay West, her detail (1994/2997grt) "Holstenor" (1989/2351grt) at 10 Quay West. C Jetty west had "Sydgard" (3780 dwt), "Beaumont" (2005/2545grt) noted at SMS berth.

Albert Dock, with the previously mentioned ships, also hosted "Ernst Hagerdorn" (1998/3 826grt)

9th February 2012

The snow persists, "Dollart" (1995/2532grt) berthed at North Gap, "Kimberley C" (6750dwt) on 8 Shed,, "Holstentor" continued at 12 Shed, "Fri Skein" (2000/2760grt) general cargo working at 11 Quay, "Zapolyarye" one of Murmansk's bulkers (2008/15868grt), discharged coal at 10 Quay Middle, along the quayside the bulker "African Joy" (1996/15932grt), took on scrap metal at 10 Quay west.

Alexandra Dock had berthed "Oraham" (2006/3709grt) at the east quay extension with chemical products, "Schouwenbank" (4140dwt) tied up at C Jetty.

In Albert Dock, plus most of the previously mentioned "Cliffwater" (2002/2144grt) a chemical Products Tanker awaited attention from Dunstons.



15th February 2012

"Baltiskiy 108" (1979/192tgrt) had arrived to discharge packaged timber at C jetty

in Alex Dock, in KGD "Seeland" was at 7/8 Shed (7098dwt) "Kholmogory" (4830dwt) "Argos" (3655dwt) at 10 Shed, "Transagila" (1995/2997grt) at 3 Quay West, the distinctive green hull of "Arklow Freedom"(2008/2998grt) was just astern of "Seeland".

*Photo page 10 - TRANSANDROMEDA in William Wright Dock 3rd February 2012 - Rick Ward*

*Photo this page - BALTIYSKIY 108 at Barrow Haven 20th January 2007 - ed.*

## SHIPS OF THE HUMBER – THARSIS (1996) ,THARSIS (2003), THARSIS (YET TO COME) – ROY CRESSEY.

At the start of January 2002, the smart, Dutch registered, green hulled coaster Tharsis, 1595/96 made her first voyage to Goole on the RMS service from the River Rhine with a cargo of aluminium coils, aluminium scrap, wire coils and steel bars. This service with the 2,066dwt Tharsis proved popular and she traded on the route until 2007, always in pristine condition. Built at Meppel in Holland she had entered

service on a 3 year charter for trade between the River Rhine and Spain and this was followed by a 2 year charter similar to the first one but with the addition of voyages to the River Douro in Portugal. She was owned by three share owners, one of whom was her



Captain, Gerrit Bosma. The service to Goole with odd calls to the River Trent suited the crew who worked on a month on/month off basis and the vessel changed crews in Holland. On her outward voyages she carried mainly aluminium slabs weighing 25 tons each (each slab said to contain 1.5 million recycled drinks cans), and steel bars. In 2007 a good offer for the coaster was received and as she was now 11 years old, it was decided to purchase a more modern vessel. Tharsis(1) was sold to Crete Shipping of Greece with management by d'Amico Societa di Navigazione of Italy for a service to the River Rhone and she was renamed Milos. She was later sold again in 2010 taking the name Mari Mer for her new Cypriot owners under the Maltese flag.

Her replacement on the service to Goole was the ex-Christine 1435/03, a coaster that had been built as the Hansa Marseille. Taking the name Tharsis(2), she was soon knocked into shape by her captain and crew and given the distinctive green hull. She served the route until 11 December 2011 she sailed from Goole but this time for Klaipeda where she was sold on 16 December to Baltnautic Shipping of Lithuania and became the Figaro under the St Vincent flag. She could not stop away from the Humber region long though, as in January 2012 she once again visited the River Trent under her new name of Figaro. However news was to hand that a new Tharsis was to be built by the De Kaap yard at Meppel where Tharsis

(1) was built. Her skipper informs me that the new Tharsis will be a mixture between Tharsis (1) and Tharsis (2) but will now have diesel-electric propulsion. It is hoped that she will be completed by August 2012 so that once again we will see Tharsis entering the River Humber once more.

## **VESSEL DATA**

### **THARSIS (1)**

Tonnage 1595 GRT

Measurement: 88.06x 11.40 x 3.4

**2007 Milos, 2010 Mari Mer (MLT)**

### **THARSIS (2) (ex Christine-07. Launched as Hansa Marseille)**

1435 GRT

79.99x 10.60 x3.4

**2011: Figaro(VCT)**

*Photo on previous page - Capt. Gerrit Bosma on the bridge of THARSIS (2)  
Other photos of the ships appear on the cover and pages 19 and 20*

## **UP-RIVER NOTES**

### **December 2011**

The month kicked-off at New Holland with the arrival at the Jetty of PAULA C (GBR 2990/08), on the 1st, followed on the 12th by sister ship LAUREN C (GBR 2990/07). In the dock the only notable arrival was the ANNE DORTE (NLD 2622/11), on the 13th, which arrived with the usual timber cargo, part of which had

been discharged at Sheerness some days earlier. At Flixborough ANKIE (NLD 2528/07) arrived on the 6th, BUTES (LBR 2452/10) on the 9th, followed the next day by HANOI (GIB 1801/11) from Bremen and out to Bermeo. The 11th saw the arrival of ASHLEY (NLD 2056/11)



at Grove Wharf and on the 21st MOLO CARRIER (VCT 1939/83). The latter vessel had been renamed from STABBEN JUNIOR earlier in 2011. To close the year NORDICA (GIB 2446/98) arrived from Kvinesdal. At Gunness the most interesting arrival was of the NOAH (MDA 794/86) on the 12th, a product of the Hull Dry Dock Company and formerly the RIVER CARRIER, CURLEW, HOOCREST. The vessel attracted the attention of the MCA whilst at Gunness and was detained until the 21st, reasons unknown. Finally for the month, Goole saw the following arrivals, amongst others, NAUTICA (VCT 1587/92) on the 4th from Klaipeda, ORANESS

(DIS 1804/85) on the 17th, KAPITAN RYNTSYN (RUS 2610/88) on the 20th from Archangel and PORHOV (RUS 1926/79) on the 27th. This vessel formerly the BALTIYSKIY 105. (*Photo KAPITAN RYNTSYN passing South Ferriby 20/1/07 - ed.*)

## January 2012

At New Holland, a fair few to report, all at the jetty. On the 2nd BENTE (NLD 2991/08), the 11th BELORUS (PAN 4182/05), the 16th ABIS BELFAST (NLD 2978/10) from Tonnay Charente, the 17th AURORA (CUR 3870/05), the 24th DANIA (ATG 2997/00) from Sfax and on the 26th PAIVI (CYP 2474/08). At Flixborough, ISARTAL

(ATG 2369/89) arrived on the 16th from Amsterdam and ACM DAISY (LBR 28156/93) on the 30th. At Grove MILA (NLD 2528/06) arrived on the 9th from Terneuzen and at Neap House on the 19th the former THARSIS arrived as the FIGARO (VCT



1435/03). At Goole the highlights were ABIS BERGEN (NLD 2978/10) on the 1st, ALDEBARAN (NLD 2337/01) on the 13th, ALORA (CYP 2918/11) on the 14th and DELAMAR (GIB 2779/11), from Mantyluoto, on the 23rd. On the 26th HOHEGRUND (ATG 2545/00), the former SANDRA, arrived. MAIKE (DEU 1599/89) arrived on the 29th from and to Husum and finally on the 31st ARION (ATG 1846/99). Two to mention at Howdendyke, THAMESTEEL 1 (MHL 1984/89) arrived on the 12th and FORSETI (ATG 2416/93) on the 25th from Klaipeda. (*Photo MAIKE at Goole 29th January 2012*)

## February 2012

At New Holland Jetty, VERITY (IOM 2601/01) arrived on the 7th from Tonnay Charente. The next arrival of note was that of CAROLINA (NLD 2409/08) on the 19th, followed the next day by CELIA (ATG 3610/07). MARIANNE (MLT 3556/11) arrived on the 23rd, CITADEL (NLD 3990/08) on the 26th and MARCEL (BEL 2449/93) on the 29th. In the dock at New Holland, ANNE DORTE paid a return visit on the 10th, having had a partial discharge of cargo at Dundee and OSTSEE (ATG 2400/93) on the 20th. After a lengthy gap, Barrow Haven saw an arrival on the 10th, with a return visit from KELARVI (RUS 1596/95). On the Trent, SISU CAPELLA (ATG 2599/98) arrived on the 21st, sailing on the 26th and at Keadby FEHN CAPELLA arrived on the 9th from Iskenderun. Several to mention

at Grove; *GAASTBORG* (CUR 2820/96) arrived on the 6th, sailing the next day for Tornio, *PELEUS* (ATG 2452/09) on the 9th from Barcelona, *ECHION* (LBR 2452/10) on the 22nd from Ceuta, sailing for Antwerp on the 24th and *FLINTERBALTICA* (NLD 2474/04) also on the 22nd. *FINJA* (COK 1925/78)



arrived on the 24th, sailing for Terneuzen the next day and also arriving on the 24th was *BERIT* (GIB 1864/96) from Hartlepool, sailing the next day for Norway. At Goole *NATALI* (ATG 2837/83) arrived on the 6th followed, followed the next day by *TOMKE* (GIB 2301/00) from

Antwerp. *NORDIC ERIKA* (NLD 2663/09) arrived on the 8th, sailing the next day

for Bergen. *DAAN* (NLD 2080/01) arrived from Helsingborg on the 11th, sailing for Peterhead on the 14th. *LINGEDIJK* (NLD 2984/10) was an arrival on the 19th. Three arrivals to mention on the 21st. *SWEGARD* (FIN 2997/01), *SERGEY KUZNETSOV* (RUS



*2610/97*) and *WILSON HERON* (MLT 2901/94), Finally at Howdendyke, *LEIRA* (PMD 1921/03) arrived on the 28th.

*Photo details appear on page 17.*

## MARR'S 106 FT. 'GLEN' STERN TRAWLERS

The sinking of the trawler *HALLGRIMUR* in January, probably went un-noticed by many, but as one of four sister ships ordered by Marr's in the early 1970's, I thought that a short article on the class would be of interest.

In the early 1970's, the fishing company of J. Marr decided that a renewal of part of their fleet was called for. One stage of this renewal was an order for four almost identical 106 foot stern trawlers for the company's Aberdeen base. Two were to be built by Clelands at Wallsend and the other two by Goole Shipbuilders.

The first vessel to be launched was the *GLEN MORISTON* (A283), by Clelands on the 16th May 1973 and the vessel was completed in August the same year. The vessel was sold to Icelandic interests in 1982 and renamed *HAFORN*. It was renamed again in 1987, *KROSSNES*. The vessel was lost, together with three crew,

on the 23rd February 1992, when it capsized off North West Iceland.

Second to be launched was *GLEN COE* (A238), at Goole on the 4th July 1973, completed in October of the same year. The vessel was sold in 1992 to Jade Fishing of British Columbia, Canada and was still listed by Lloyds in the



2010/11 register, under it's original name.

Third to be launched was the *GLEN URQUHART* (A364), on the 6th September 1973, again at Goole. The vessel was completed by January 1974. The vessel was sold, again to Icelandic interests, in 1982, being renamed





*BALDUR*. Further name changes came in 1991 to *THOR*, 1995 *LOMUR*, 1997 *GEYSIR* and finally in 2006 when the vessel was sold to Russian interests in Murmansk and named *NAVIP*. The vessel is still listed by Lloyds under this name.

The last vessel to be launched was the *GLEN CARRON* (A427), by Clelands on the 13th October 1973 and completed by January 1974. Like two of its sisters it was sold to Icelandic interests in 1982 and renamed *SKIPASKAGI*. Further name changes followed: 1992 *THURIDUR HALLDORSOTTIR*, 1995 *STURLA*, 2004 *SOLBORG* and 2005 *HALLGRIMUR*. After a period of lay-up, during the second part of last year, the vessel was sold to Norwegian interests, but sadly sank on the 25th January this year, en-route to Norway, during heavy weather in the Norwegian Sea, 270 km off Stad. Three out of the four crew on board were lost.

*GLEN COE* spent some years, towards the end of it's time with Marr's, fishing out of Fleetwood and may have survived longest with the company due to the fitting of a new engine in 1978. I observed *GLEN URQUHART* and *GLEN MORISTON* in 1981 and 1982 respectively, in the fish dock at Hull, but I am not certain whether they were based in the port at the time. Perhaps someone could tell me.

Thanks go to Capt. Hilmar Snorrason for assistance with this article.

Facts and figures of the vessels, as built.

GRT – 299 (301 Urquhart and Carron)

Length – 32.4m

Beam – 8.4m

Speed - 12kts

*Photo details from previous page -*

***Upper Photo*** - *GLEN COE* at Fleetwood, 23rd May 1986 - ed.

***Lower Photo*** - *HALLGRIMUR* at Reykjavik, 17th June 2009 - Capt. Hilmar Snorrason

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*Photo details from Up-River Notes page 15 -*

***Upper*** - *DELAMAR* at Goole, 27th January 2012 - Rick Ward

***Middle*** - *NORDIC ERIKA* at Goole, 9th February 2012 - Rick Ward

***Lower*** - *ANNE DORTE* in New Holland Dock, 10th February 2012 -ed.

## IN THE GALLEY

### RISSOLES

Ingredients (16 portions!)

1lb Cooked Meat	Thin Batter
2lb Hot, Dry Mashed Potatoes	Breadcrumbs
Mixed Herbs	Seasoning

#### Method

Place minced meat in a pie dish. Cover with greaseproof paper and heat through in the oven. Add hot potatoes, seasoning and herbs. Thoroughly mix, turn out onto a floured board and allow to cool.

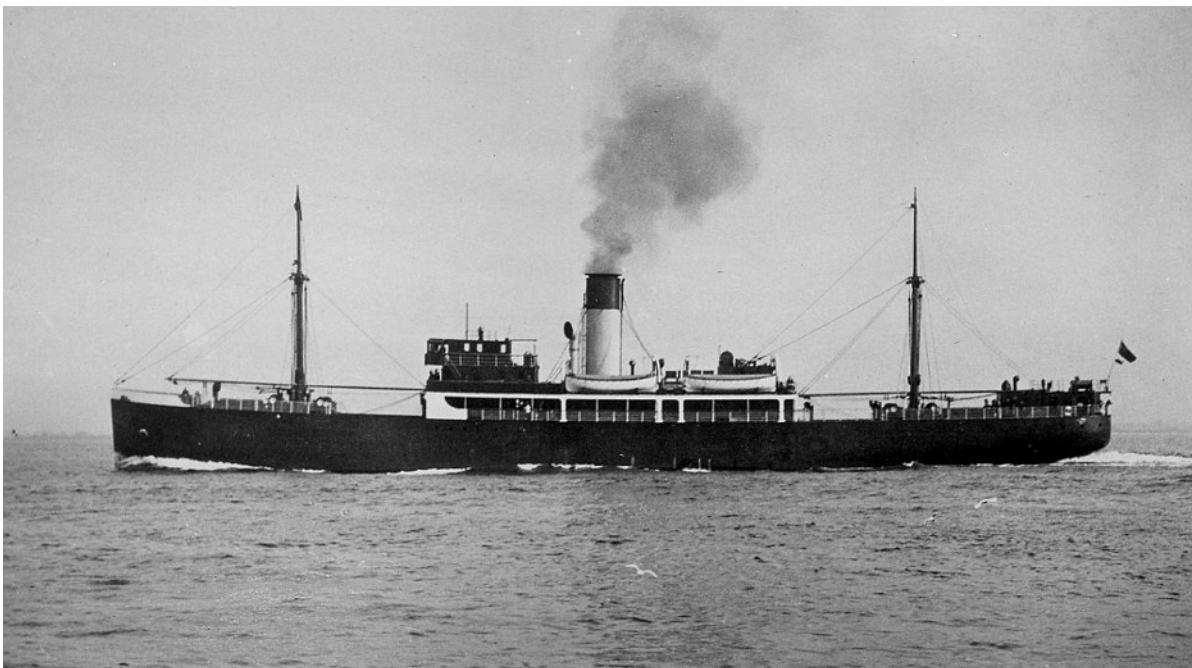
Divide into 16 equal portions and roll into ball shape.

Pass through thin batter and breadcrumbs. Roll into sausage shape. Fry to a golden colour in hot, deep fat. Drain and serve.

Another recipe from my 1950's cook book. The finished product seems similar to what my mother used to call rissoles, but not quite the same.

### SHIPS OF THE HUMBER

In the last edition, the photo of Melrose Abbey was corrupted in the printing process, so here is the photo again.



## PHOTO GALLERY



*Top Photo - ALDEBARAN sailing from Goole, 15 January 2012 - Rick Ward*

*Lower Photo - THARSIS (2) with its original red hull, at Flixborough 11th February 2008 - ed.*

## PHOTO GALLERY



*Top Photo - THARSIS(1) approaching South Ferriby, inbound to Goole on 26th March 2006 - ed.*

*Lower Photo - THARSIS (2) at Goole 14th May 2011 - Roy Cressey  
Cover photo -*