

The

Humber Light



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

Volume 50 Number 3 – Summer 2012

PHOTO GALLERY



FEDERAL POLARIS in King George Dock 10/5/12

(photo - Roy Cressey)



GIESSENBERG outward on the Trent from Grove Wharf for Tornio during the early morning of 5/4/12 (photo by our early riser - Rick Ward)

COVER PHOTO - MONSUNEN on the Ouse, outward from Howdendyke 11/4/12 (photo - Rick Ward)

THE HUMBER LIGHT

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Volume 50 Number 3 – Summer (July-September 2012)

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EDITORIAL

Welcome to the summer edition of Humber Light, even if the weather is not perhaps as summery as we might expect. Personally I don't mind temperatures a bit lower than normal, but I do like some bright conditions for getting out with the camera. So far this year I have done very little in the way of ship photography, either because of the indifferent or poor light, or little in the way of interesting shipping on the good days.

I didn't go down to the river for the Humber Jubilee Pageant, just keeping an eye on events from the house. But from what I could see there weren't many vessels taking part. Probably the most interesting were the tugs leading the flotilla with their water hoses in action. I wasn't expecting anything on the scale of the Thames pageant, but did expect some better participation.

July sees the 100th anniversary of the opening of Immingham Dock and ABP have announced an open day on July 22nd. These sort of port open days are very rare now, so ABP have to be congratulated on planning to hold this one. It is not clear at the moment exactly what will be taking place and how much of the dock will be accessible, but some news should be published in due course on the web site set up specially for the event www.immingham100.co.uk.

A final appeal to those branch members who have not yet sent their 2012 branch subscriptions to Hilary. This is the last reminder and anyone not having renewed by September, will not receive the next edition of Humber Light.

No 'guest' contributors this month, but thanks go to Malcolm and Roy for continuing with their regular and welcome articles. Humber Light would be much reduced in size without them.

MEETING REPORTS

April

Our 2012 season commenced with the AGM and attracted a good attendance. The evening commenced with our Chairman's report and the effect of the change of the meeting season to summer. Steven reported that for our first season the attendance figures were most encouraging and proposed that it should continue and be reviewed again at the 2013 AGM. Steven then thanked the Secretary, Treasurer and Journal Editor for their work for the branch.

Our Secretary Ray, outlined the meeting programme for this season, although there were still some loose ends to be tied up with certain speakers and subjects. Hilary presented the Treasurers report, the balance sheet showing a loss for the year. This was partially due to the branch now having to pay a commercial rate for the printing of Humber Light, whereas previously it was printed with minimal cost to the branch. However Hilary said that as branch finances were still healthy, she proposed leaving subscriptions unchanged. The income from the 'door charge' at the meetings had increased, providing additional evidence that attendance figures at the summer meetings had seen an increase.

The final report came from our Humber Light editor, Glyn. He reported that since taking over as editor last year, he had been on quite a steep learning curve concerning putting a journal together. Technical issues with the finished item had more or less been ironed out over the year, but further issues had cropped up with the latest edition, due to a change to a A5 booklet format, resulting in late publication. He hoped to be back on schedule with the remaining issues this year. Apart from one or two problems, he considered that the new printing company were doing a very good job. Following a comment from the Chairman concerning articles for Humber Light, with thanks to Malcolm Ladd for his regular contributions, Glyn pointed out that the current issue had two articles provided by a non-member!

Lastly, Patrick Hill asked if the committee could look at changing the judging system used for our annual photographic competition, with members present voting for the best entries instead of an outside judge. Feelings amongst those present at the AGM were split on the idea, but some suggestions for a suitable system of voting will be investigated. To conclude the formal part of the evening, Patrick proposed a vote of thanks for the Chairman and the AGM concluded at 20:15.

To follow, Patrick gave us his ' Illustrated Port Jottings' presentation on the digital projector. This consisted of images of vessels visiting the Humber during 2011, including many excellent ship to ship images out on the river. Glyn provided a small number of images taken at places on the Humber and Trent not covered by Patrick's images. Thanks Patrick for putting together a very interesting selection of images. The

presentation finished about 21:10 and members retired to the lounge area for refreshments.

May

For the May meeting we welcomed branch member Paul Morgan, who brought along his *PowerPoint* presentation on the Tor Line company. Paul had gathered together images of most, if not all, Tor Line vessels, even down to whatever liveries and names they had carried. There were even a number of images of the non ro-ro vessels that the company had operated in the past. All this plus details of the vessels from Paul, without notes!

We don't see Paul regularly at our meetings, due to the nature of his work, but when he comes along with a presentation, it is usually something a bit different from the norm. Thanks Paul for bringing the presentation and we look forward to a return visit in the future.

DIARY

June 29th	'From Call to Quay' – a presentation by a Humber Pilot
July 27th	'A Continental Selection' – a slide presentation by Glyn Woods
August 17th	A presentation by 'Lord Nelson'
September 28th	'Hull Shipowners of the Past - A presentation by George Robinson
October 26th	Annual Photographic Competition

IN THE GALLEY

Beans with Eggs

2 tbsps oil
100g onion, sliced
450g potatoes, cooked and diced
1 large can baked beans
Salt
4 eggs
50g Cheddar Cheese, grated

Heat the oil in a flameproof casserole dish/pan and fry the onion until transparent. Stir in the potatoes and beans and add salt to taste

Make four 'nests' in the bean mixture and break an egg into each one.

Sprinkle with the grated cheese and bake in a preheated oven at 200C for 15-20 minutes, until bubbling.

THIS AND THAT BY ROY CRESSEY

Keeping her bottom clean

A vessel that recently paid visits to the port of Hull in February and March with cargoes of timber from Vejle in Sweden proved to be an interesting caller. The Ernst Hagedorn (Antigua and Barbuda flag) 1989/3826gt. was built by the famous Sietas yard in Hamburg as the Winden and as such she made several visits to Hull. In 2004 she became the Ernst Hagedorn under new owners, Buck Schiffahrts GmbH & Co KG of Cuxhaven. After 2 years of operation in ice conditions in the Baltic area it was decided to have the vertical sides, bow area and rudder coated with a special coating called Ecospeed whilst traditional paint was applied to her flat bottom. Two and a half years later in May 2009 she entered dry dock at the Tosmare Shipyard in Liepaja, Latvia and it was decided to remove the conventional paint and apply Ecospeed to the remainder of the underwater hull as well because the previous parts that had been coated were in such good condition and needed only very minor touch up. The coating is a once in a lifetime coating that allows owners to carry out repairs at a far greater range of dry docks as no repainting is needed and cleaning of any fouling can also be easily performed under water restoring the vessel's optimal hull condition.



*ERNST HAGEDORN being assisted in Albert Dock by SHOVETTE, 17/3/12
(photo - Roy Cressey)*

Several bites of the cherry

Forty four years ago, Appledore Shipbuilders Ltd., of Bideford in North Devon constructed a bottom door grab hopper dredger called Cherry Sand. Since that time

she has operated in many ports belonging to Associated British Ports and has given sterling service. Today she still serves these ports after other dredgers have been and gone. Often to be seen at such ports as Lowestoft, Kings Lynn, Hull and Goole she is operated by UK Dredging(UKD) of Grimsby. Equipped with one crane, the 10 knot, 2,305dwt grab dredger fills her single hold before transporting her spoil to the dumping grounds. This may seem a mundane task but it is one which is invaluable in keeping the berths and lock-pits open to shipping, especially in the ports in Northern England.



*Cherry Sand working off Albert Dock entrance 17/3/12
(photo - Roy Cressey)*

Lena on Tyneside

On 1 April the heavy lift vessel Lena called at the River Tyne where she berthed at the Offshore Technology Park berth to load a cargo of cable reels before departing for Port Said, Egypt, the following day. Operated by SAL Heavy Lift GmbH of Steenkirchen, Germany, the 1998 Sietas built vessel trades worldwide with heavy loads and from Port Said was destined for Jebel Ali and Mina Saqr in the United Arab Emirates. Capable of 19.5 knots, she is equipped with 2 x 275t and 1 x 150t cranes. The 9,534dwt vessel loaded a full cargo of reels including a full deck cargo before leaving the Tyne. This is regular traffic for the River Tyne and one which sees a variety of heavy lift callers.

North Sea Crude to Asia

A supertanker loaded with North Sea Crude arrived at Ulsan, South Korea in mid-April to become the sixth such vessel to make the journey to Asia since mid-December. The vessel concerned was the Marshall Island flagged very large crude carrier DHT Eagle 2002/309,064 dwt which loaded the cargo at Mongstad, Norway, between 16 and 21 February. The export flows were triggered by a narrowing of the

spread between European benchmark Brent and Middle East Dubai crudes in December and January, making Atlantic Basin blends more attractive to Asian refiners. The supertanker was originally booked to transport crude from Hound Point in Scotland which is the loading terminal of the Forties blend but this was changed to Mongstad. Hound Point regularly exports such cargoes with a typical VLCC holding about 2 million barrels of crude which makes a full load worth around \$248,000,000 which explains why VLCC's can sit with loads for months at a time as a few cents change can make big profits or losses. Sometimes cargoes can change ownership many times on one voyage. One VLCC which loaded at Hound Point for Asia in January was the Oliva. She had also made previous voyages from this terminal with Forties crude.



LENA on the Tyne 1/4/12 - (photo Rick Ward)



OLIVA (photo Iain McGeachy)

HULL DOCKS NOTES - MALCOLM LADD

27th February 2012

A quiet day in consideration of some of the weather we have had, a variation of shipping arriving and departing the Port of Hull.

Patria (3519 dwt) was loading at 9 shed in King George Dock, Sea Shannon (2277 dwt) was secure beneath the covered berth of the Steel Terminal at the east end of Queen Elizabeth Dock, the delightfully named Ladytramp (27,765 dwt) discharged coal at 10 quay Middle. The bulker “Suomigracht” (2004/18321 grt) was working at North Gap, the smaller cargo ship “Maple” (1991/1999 grt) was berthed at 11 Shed. “Transagila” (1992/2995 grt) was at the recently commissioned container berth for Transatlantic 3 Quay West.

Little to report from Alexandra Dock with the cargo ship “Fast Gilles”(3475dwt) working at 6 Shed.

6th March 2012

I have a note that “Ancia” (6150 dwt) was berthed at 9 Shed and the large, self discharging sand carrier “Sandes” (2004/17360grt) was at 10 Quay Middle, she has deck gear that enable her to unload the sand or fine gravel cargo from her holds via flexible pipes that can be hoisted over dockside obstacles, such as storage sheds and warehouses.

“Kirsten” (1995/2561grt) occupied 6 shed in Alexandra Dock, whilst “Tawke” (3171 dwt) was berthed at C jetty. (see note page 22)



*FINNBORG being assisted by TRADESMAN outside King George Dock 19/3/12
(photo - Partick Hill)*

20th March 2012

“Rikke Theresa” (3500dwt) a Chemical Products Tanker was at the refinery berth at 3 Shed in Kings, discharging at 10 Quay Middle was the Hong Kong registered “Federal Hunter” (2001/20659 grt). “Finnborg” (15460dwt) was at the Finland Terminal, “Transjord” (4458 dwt) at 3 Quay.

Albert Dock had “Ernst Hagedorn” (1989/3826 grt) discharging mineral cargo at the North east corner of the dock. At the Andrew Marr berth further west, “Albert Aasvic”(1986/3888 grt) was discharging frozen products.

21st March. 2012

A sunny day but not much within sighting distance, “Tufty” (30803 dwt), a strange name for a fairly large bulker, was working at 10 Quay Middle, “Lecko” (2003/2556grt) was at 10 Shed, “Kitty C” (6878dwt) “TK Venice” (1985/4337grt) at 10 quay East, discharging, I would guess, coal. “Transodin” (1994/2997 grt) at 3 Quay West, a busy berth 3Quay, Goole’s loss became Hull’s gain.

28th March 2012

“Skadi” (1976/2239 grt) was visible at North Gap, “Beaumonde” ((3820 dwt) was at 10 Quay East doing I know not what. “ARA Felixstowe” Cyprus registered, (1991/3118 grt) just visible at 11 Shed. Regular visitor included “Birka Express at the Finland terminal, “Dette G” with containers and “Fambria” at 7/8 Shed.



DETTE G passing Spurn Point outward 19/4/12 (photo - Patrick Hill)

3rd April 2012

Albert Dock revealed “Mekhanik Pyatlyn” (1992/2489grt), “Forte”1989/3998grt) was further down the dock, Alex Dock held “Alexandr Kuprin” (1996/2319grt) discharging packaged timber at C Jetty. Where will this trade go if and when Siemens occupy the dock?

11th April 2012

Have a diary note which tells me that it was cold, with sleet and thunder, and rain, must have been pretty awful, consequently not much ship sighting would have been done, however, I did note that Smit Barge, Smit Beluga, and Smit Bison were at 1 and 2 Quays in King George Dock, the bases of four wind turbines were either on the barges or the dockside, visible over the top of adjacent warehouses. Green Port Hull seems to be taking shape, the general cargo ship, Lithuanian registered “Asta” (1996/3891grt) was close by at North Gap.



OCEAN RELIANCE off Albert Dock on 22/4/12 returning from trials (photo Patrick Hill)

19th April 2012

Alexandra Dock saw the arrival of the newly converted “Ocean Researcher” formerly the cargo vessel “Tokai”(1987/1814grt) which had spent quite some time in the care of Dunstons the ship repairers in William Wright Dock. Ocean Researcher has a large accommodation block constructed just abaft of the bridge to provide living quarters for scientists and technicians. Her operators are Gardline, her completion and appearance in Alex Dock marked the commencement of sea trials.

King George Dock saw “Transagila” (1995 2997grt) at no.3 Quay, “Wilson Almera” (3595dwt) at 10 Quay west, “Lisa C” (5000dwt) at 8 shed, “Andean” (30770dwt) at 10 Quay Middle.

25th April 2012

“Kate C “ (6794dwt) was working at North Gap, “Kholmogory” (4830dwt) at 9 Quay Middle. “Arklow Faith” (2006/2069grt) 10 Quay East, “Birka Carrier” (1998/12251grt) unloaded paper from Helsinki at the Finland Terminal, ”Emsmoon” (2000/4563grt) berthed at 10 shed with general cargo, “Flinteracht” (2474grt) was close by.

“Sudland” (2300dwt) and “Diamonde” (1985/1487gert) were at no.1 shed and number 6 Shed in Alexandra Dock.



UNION FIGHTER on the Humber 22/3/12 (photo - Roy Cressey)

21st May 2012

I note that “Ocean Reliance” newly refurbished, has been undergoing sea trials and has by now been handed over to owners, sighted her in Alexandra Dock together with a number of offshore service vessels which include Smit’s “Buffalo” and “Bison” both seagoing tugs, plus barges which have brought in base structures of offshore wind turbine units, cannot quite make out whether these are still aboard the barges (in King George Dock) or are sitting on the dockside, I think the latter.

Also with us in Alexandra Dock are tugs “Union Fighter” and “Marineco Toomai” Panama registered and both in the 200 to 230 gross tonnage range, the Smit’s working platform known as JB114, similar to the “Sea Jacks” rigs is often alongside at Riverside Quay, with Buffalo and Bison in attendance. Also, a couple of seismic survey vessels with the prefix Geco, notably “Geco Emerald (1992/4546grt) and “Geco Scorpio” (2000/ 1429grt) both ships belonging to Seismic Shipping Inc.



Platform JB114 being manoeuvred on the Humber by the tugs MARINECO TOOMAI (left) and UNION FIGHTER (right) on 22/3/12 (photo - Roy Cressey)

In King George Dock “Kimberly C” a general cargo ship of some 6750 tons deadweight was at North Gap. “Samskip Innovator” was at the Container Terminal, Malta registered “Wilson Avonmouth” (2010/2451grt) at 11 Shed, close by general cargo ship “Aveiro” (1985/3757grt) was completing prior to sailing.

The remainder of May was made up of a number of movements of vessels already mentioned, the two Norway flagged Geco ships were out on business, “Geco Scorpio” arriving back at 9 shed in King George. “Maris” (1995/3999grt) was sighted at 9 Quay Middle.

“Maris was still at that berth when I returned on the 28th May, “Geest Trader” (1995/2899grt) was along the quay at 9 East. The general cargo ship “Yvonne” (2006/2528grt) had arrived and departed over the same period following unloading. “Patria” (1996/2210grt) had joined the assorted tugs and support vessels in Alexandra

Dock to work at 29 Quay, while the chemical products tanker “Orakota” (1996/1860grt) had arrived at the east quay extension and was discharging.

In Albert Dock “Forte” (2004/5225grt) was unloading a mineral cargo at the west end of that dock.

31st May 2012.

The two Geco’s, “Emerald “ and “Scorpio” had been moving about, “Paper Star” (1989/2292grt) was at 9 Quay East, have not seen her for some time.

1st June 2012

Nordstrand’s bulker “Ocala” (1994/18813) had arrived at 10 Quay Middle with coal, “Trans Frej” (1997/2997grt) was at the container terminal at 3 Quay Middle at the west end of King George Dock

Alexandra Dock held the chemical products tanker ”Clipper Burgundy” (2007/2975grt) at the east quay extension, not discharging the product of her name I fear. “Tina” (2010/2622grt) was engaged at C Jetty with timber.

7th June 2012

Looking at my notes for this day I find a complete mixture of previously named Smit Vessel Management Services ships berthed in Alex, Bison, Buffalo, Beluga, tugs and many other support ships.

On the commercial side the following had arrived; “Veitas H” (1995/2899grt) with containers, “Marus” (1996/2906grt) at the container berth, “Lizrix” (2008/1343grt) “Conti”(2005/1708grt) ”Seeland” (2006/5257grt) all at usual berths in King George Doc, Lizrix was at 7/8 shed which may be the new Rix berth, not much room in Alex!



FORTE inward for Albert Dock 27/5/12 (photo Patrick Hill)

THE PERSONALITY AND THE SHIP - JEAN DE VALETTE

Jean de Valette was a French nobleman born around 1495, in Parisot, southern France. The de Valette family had been very important in France for several generations, with various members having taken part in the Crusades. Jean's grandfather was a Knight and King's Orderly and his father a Chevalier de France. Jean followed the earlier generations of his family and joined the Langue de Provence of the Knights Hospitaller. He fought against the Ottoman Turks on Rhodes, until the order was defeated and expelled in from the island in 1523.



The order eventually found a new home on Malta and whilst there Jean encountered trouble in and out of the order. In 1538 he was imprisoned for 4 months for almost beating a layman to death and on release he was sent to Tripoli for 2 years to serve as Military Governor. In 1541 he was captured by Barbary pirates and made a galley slave for a year and possibly this was considered useful experience by others in the Knights Hospitaller who elected him Captain General of the order's galleys in 1554! The Langue de Provence considered this a great honour as the position was usually given to a member of the Italian Langue. Three years later, on the death of Grand Master Claude de la Sengle, Jean was elected the new Grand Master.

The most famous period of his life was in 1565, when the Ottoman Turks under Suleiman I, laid siege to Malta. The Ottoman Turks forces consisted of about 30.000 men and a fleet of 193 ships, but the Knights, with help from the local population and some allies, held out for three months, in spite of being vastly outnumbered. The Knights forces numbered about 6,000. The Turks finally retreated from the island on September 11th. Throughout the siege Jean proved to be a severe, cold and resourceful commander. He was passionately religious and devoted to his Order and faith.

In 1567, Jean started construction of the new city of Valletta, laying the first stone himself and the city became known as the most aristocratic and exclusive fortress in Europe. Unfortunately Jean died in 1568, before his new city was complete, so was unable to see the city finished. His tomb is in the crypt of St. John's Co-Cathedral in Valletta.

The vessel named after Jean de Valette (actually named *Jean de la Valette*), is a high speed catamaran, operated by Virtu Ferries of Malta. The vessel was built by Austal in Freemantle, Australia and completed in August 2010. The vessel was ordered as a replacement on the Malta to Sicily service, for the smaller *Maria Dolores*, completed by the same builders in 2006. Jean de la Valette is 8045 GRT, with an overall length of 106.5 meters. Load capacity is 800 passengers and 156 cars (or 45 cars and 342 truck lane meters) and the vessel is capable of speeds of up to 40 knots. The passenger seating is spread over two decks with a dedicated upper deck lounge overlooking the bow and a separate first class seating area. Commercial vehicle drivers have their own lounge and most unusually for these days, there is outdoor seating for 100 passengers.



***JEAN DE LA VALETTE at the Sicily Ferry terminal in Grand Harbour 24/11/10
(Photo - editor)***



***MARIA DELORES, which
was replaced on the Sicily
route by JEAN DE LA
VALETTE, seen here
outward from Grand
Harbour 18/11/09
(photo - editor)***

HUMBER UP-RIVER NOTES

March 2012

To start off March, ISABELLA (ATG 2844/98) arrived at New Holland Jetty on the 3rd, followed on the 6th by GIESSENBORG (CUR 2820/97) and on the 9th by CAROLIN G (ATG 2545/08). A gap then followed, with little of interest until the 22nd with the arrival of AACHEN (ATG 3870/04). SAGASBANK (NLD 2999/10) arrived from Norrkoping on the 26th, followed the next day by FRIGGA (ATG 2818/94) which arrived from Ghent. The usual sole monthly arrival at Barrow Haven was provided by SEG (RUS 1596/93) on the 21st.

Moving on to the Trent, HERAKLES (ATG 2452/08) arrived at Grove Wharf on the 8th and at the same wharf, KRUCKAU (ATG 2452/03) and NOSSAN (SWE 2248/90) both arrived on the 11th, the former from Pasajes. Continuing with Grove, REMORA (ATG 1499/00) arrived from Brake on the 19th and LOTTA (RUS 1590/79) from Gdansk on the 25th. This latter vessel is the former LADOGA 17.



RIKKE THERESA in Goole Docks 21/3/12 (photo - Rick Ward)

Moving to the Ouse, Goole saw the arrival of PERNILLE (CYP 2474/09) on the 15th followed by RIKKE THERESA (DIS 2666/07) on the 20th. The 29th saw the arrival of BEAUMONDE (NLD 2545/94), renamed from BLUE STAR last year. Several to report at Howdendyke, starting on the 9th, with the arrival of SHOREHAM (COK 1785/82), KLAIPEDA (LTU 2395/95) arrived on the 13th and POLLUX (ATG 2452/98) on the 20th.

April 2012

Not a great deal of interest during the month. New Holland Jetty had arrivals of GOUWEBORG (CUR 2769/94) on the 18th, VILGA (VCT 2478/80) on the 21st and MEDAL (CNI 2999/98) the following day. One to mention in the dock at New Holland, the LAMMY (NLD 2862/10), which arrived on the 17th. Barrow Haven's arrival for the month was something a bit different from the norm; the ROSEBURG (ATG 1999/91), which arrived on the 8th.



ROSEBURG at Barrow Haven 9/4/12 (photo - editor)

On the 6th HELEN ANNA (ATG 2452/10) arrived at Flixborough and on the 8th FLINTERBAY (NLD 2474/04) from Santander. At Grove, ARDESCO (ATG 2061/95) arrived on the 10th and PLATO (BRB 1990/89) the same day. At Keadby, VELA (DMA 1939/82) arrived on the 12th and at Gunness, TANJA (ATG 2190/85) arrived on the 10th.

At Goole, two arrivals to mention on the 21st. Firstly EMMA (NLD 2528/07) and ELKE W (ATG 2409/06) and on the 28th *SARDINIA* (ATG 2997/99). Finally, at Howdendyke the diminutive MONSUNEN (DIS 383/65) arrived from Lubeck on the 6th and CLAIRE CHRISTINE (ATG 2545/09) on the 28th.

May 2012

At New Holland Jetty, JULIA (CUR 3870/06) arrived on the 3rd, followed by the ALANA EVITA (NLD 2281/09) on the 8th. Then little of note until BETTINA K (NLD 2449/94) on the 16th and BRIGGA (ATG 2818/94) on the 17th. To complete the month BONAY (LVA 1189/91) arrived on the 26th from Ghent, MOSVIK (ATG 2236/87), on the 29th and HAJO (ATG 3818/91) on the 30th. New Holland Dock saw

a good number of vessels during the month, but only LADY HESTER (NLD 2992/11) was a new visitor. Barrow Haven had its usual monthly arrival, but this time only in the form of the regular caller BALDER (ATG 1790/86).

Not a great deal to mention on the Trent this time. Flixborough had a visit from Fast Lines new acquisition, FAST GILLES (NLD 2474/04) on the 21st, Grove saw AGENA (ATG 2528/01), on the 5th and at Gunness, AMADEUS (NLD 1719/03), also on the 21st, from Corcubion.



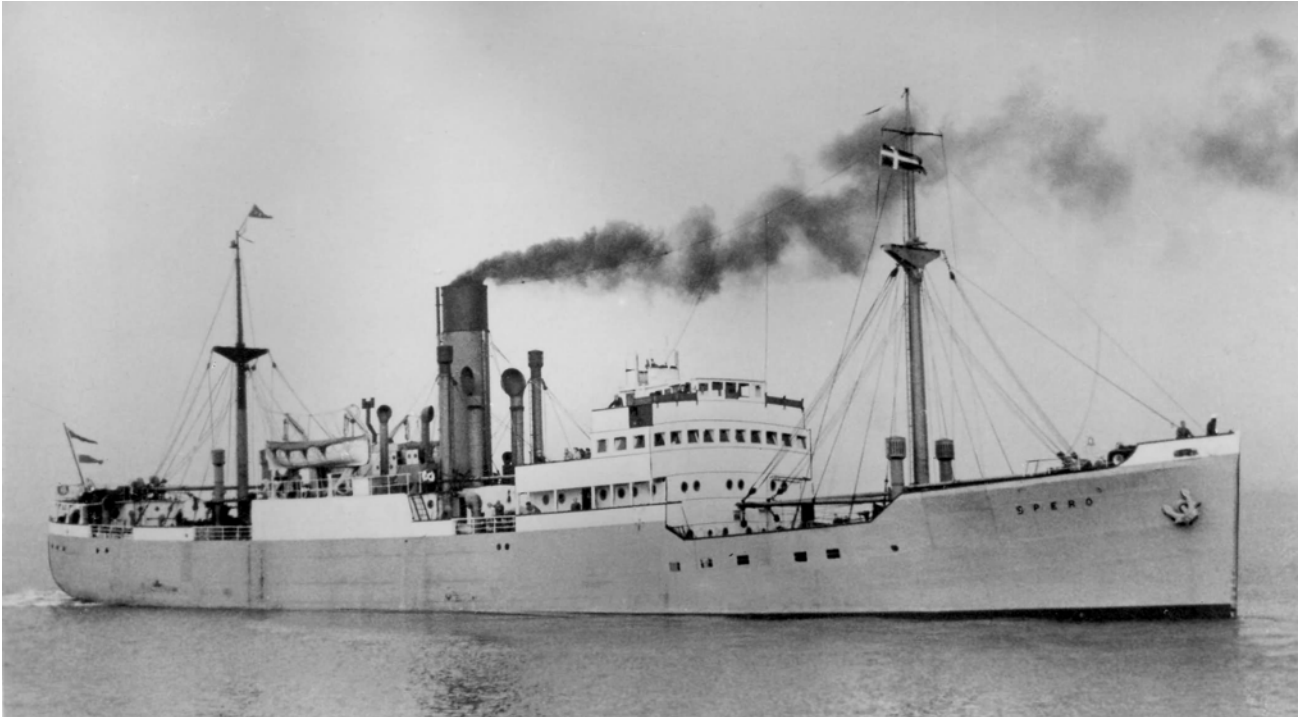
CALYPSO at Howdendyke 21/5/12 (photo - Rick Ward)

At Goole, AERANDIR (NLD 2545/09) arrived on the 4th, KRISTIN D (BHS 2035/97) on the 6th and DMITRY VARVARIN (PAN 2997/09) from St. Petersburg on the 18th. Finally at Howdendyke another AMADEUS (VCT 1435/01), arrived on the 17th, sailing he next day for Inverkeithing and on the 21st CALYPSO (NLD 2545/11).



***DMITRY VARVARIN
in Goole Docks 21/5/12
(photo - Rick Ward)***

SHIPS OF THE HUMBER – SPERO (2)



This was the second of three ships to be named SPERO by the Wilson Line. The first had been built back in 1896 by McMillan at Dunbarton and met its end in 1916, when torpedoed by U-69 in the North Sea, 95 miles wsw of the Helliso Lighthouse, en route from Trondheim and Bergen to Hull. There were no casualties. SPERO (2) was launched from the yard of Dundee Ship Builders on the 9th August 1922 and completed during December the same year. GRT was 1589. The ship entered service in 1923 on the Hull-Kristiansand-Kristiana route, but by 1927 was plying the Hull-Copenhagen route. The vessel survived World War 2 and served the company until 1959, when sold to breakers at Willebroek, arriving there on the 24th September. The third SPERO, the most expensive ship built for the company, was built by Cammell Laird in 1966, sold in 1973 and went to the breakers at Aliaga in 2004.

NO FERRY SERVICE!

On Saturday 8 January 1977, the LINCOLN CASTLE ran aground in the Humber at 0630, on her first crossing of the day. Only about 10 passengers were on board at the time and were later taken off by pilot boat and either landed at New Holland or returned to Hull. The vessel's paddles were extensively damaged and she had to be towed back to Hull. The FARRINGFORD which shares the service is under survey at the moment and this leaves the ferry service without a vessel. B.R. is hoping to transfer a ferry from the south, but no plans have been finalised yet.

G.Pearson (originally published in Vol. 12 no.1) - I cannot find any follow up in subsequent editions of Humber Light. How long was the service suspended and was any local vessel hired to provide a service for foot passengers?

TEN YEARS AGO (or FORTY-FIVE YEARS AGO) PART 1

As we look forward into 1977, it may be of interest to look back at the port of Hull and its shipping scene as it was ten years ago. Only a mere ten years and yet it is as if we were in another century.

As a port, every dock was in operation. In Princes Dock, C.D. Holmes were fitting out Beverley built tugs and trawlers. Railway Dock still had some general trading as well as being used for fitting out and also laying-up some smaller vessels, mainly tugs and trawlers. Humber Dock still had its general traders and the heavy-lift crane at the west side, with a lifting capacity of 25 tons, built by Craven Bros., of Manchester in 1904, was then still finding occasional employment. One such occasion was in 1966 when a cargo of aluminium ingots was being discharged.

Extensive improvements were taking place in Albert Dock and William Wright Dock. Reconstructed quays, new brick and concrete single-span cargo sheds and eight new-type 3-ton cranes on the south side were being installed.

Improvements were in process also at Victoria Dock, where the old lock-pit basin of the River Hull entrance was being filled in and the old road bridge removed. This dock still had considerable trade in timber imports and many general cargoes coming in for discharge.

The two coaling towers at the north side of Alexandra Dock were still in frequent use; ancient timber cargo sheds on the north west and south-west corners of this dock were being replaced by modern brick and concrete single span structures. The old sheds on the jetty at the west end were demolished to make way for a palletised cargo berth. Similar improvements were being undertaken on the south side of Alexandra Dock and also on the extension.

At King George Dock the reconstruction of the north side berths was nearing completion; steel pile and concrete quays replaced the former earthen bank, timber jetties and mooring dolphins in the dock which were formerly on the site on which vessels berthed. Large concrete and brick cargo sheds were under construction. The Ro-ro vehicle and passenger terminal at the Lighter Basin was in operation, although work was still in progress on the general reconstruction of the area.

Also in 1966, the firm of John Mowlem & Co., had gained the contract for the construction of the £6 million Queen Elizabeth Extension Dock. The clearance of the area south-east of the lock pits and the former timber yards etc., had already begun.

As for the shipping scene, the North Sea Ferries Service to Rotterdam, using the motor ships NORWAVE and NORWIND was well established and Wilson's new passenger vehicle ferry, m.s. SPERO, of 6,916 g.t., commenced sailings on the

England-Sweden Line service .in late 1966. Unfortunately, this was a short-lived venture which ended seven years later with the disposal of that fine vessel to Mediterranean owners.

The run-down of the Wilson fleet of post WW 2-built steamers sometimes known as the 'Green Parrots', continued with Wilson's withdrawal from the Great Lakes trade and other changes, such as the sale of CARLO, BRAVO, TINTO, SILVIO, each of around 1,800 gross tons, to Near East buyers. The refrigerated cargo steamer ARIOSTO (2,208 gt. built in 1946) which usually traded from Albert Dock, was sold to breakers in 1967. RINALDO (2,957 gt.) and BASSANO (4,984 g.t.) were also disposed of in 1967.

New tonnage and designs in the shape of the 'S' class, last ships to be built for Wilson's, were joining the fleet in 1966. Five vessels including the m.s. SALERNO, 1,559 g.t. built by Henry Robb, only to lose the Wilson livery and names less than ten years later.

Two other notable members of the Wilson fleet were still hard at work in 1966. The coal-burning tugs PRESTO (ex-EMPIRE SAGA), a product of the Cochrane yard in 1943, and the smaller PORTO, built in 1939 by Cook Welton & Gemmell of Beverley and engined by Amos & Smith of Hull.

Frank Flintoft

- Reprinted from Vol. 12 No. 1 – to be continued

AND FINALLY.....

In Malcolm's notes on page 9, there is mention of two ships, ANCIA and TAWKE. I have been unable to trace these vessels up to the time of going to print, so I will leave it until the next edition to give further details.

An apology for a mix-up concerning the photographer of the cover photo of FIGARO in the last edition. The photographer was in fact Rick Ward NOT Roy Cressey. Rick had sent the photo to Roy, who had then passed it on to me. Thanks also go to these two photographers and also Patrick Hill for sending me numerous photographs that have helped get this edition back to its normal size.

Congratulations also go to Patrick for having one of his photos selected by the LOOK NORTH TV programme producer for display just before the regional weather in the early evening programme on June 19th. Naturally the photo had a maritime subject and hopefully I will be able to include it in a future edition. Paul Hudson didn't even make his usual 'amusing' comment on the photo, so shows how serious a photo it was!

PHOTO GALLERY

Two Ships - same name



AMADEUS (VCT 1435/01) at Antwerp 13/5/12 - The vessel arrived Howdendyke from Kwaadmechelen on 17/5/12 (photo - Roy Cressey)



AMADEUS (NLD 1719/03) at Gunness 21/5/12 from Corcubion (photo - editor)

PHOTO GALLERY

Two ships that visited New Holland Dock in May were products of the same yard in China, that of Wenling Hexing Shipbuilders of Wenling.



LAMMY (NLD 2862/10), yard number 06-002, in New Holland Dock 22/5/12 (photo - Editor)



LADY HESTER (NLD 2992/11), yard number 06-008, in New Holland Dock 6/5/12 (photo - Editor)