

THE

HUMBER LIGHT



Journal of the HULL & DISTRICT BRANCH
of the WORLD SHIP SOCIETY

PICTURE GALLERY- Annual Photographic Competition Winners



First prize in the digital section went to Bev Lasckey, for her atmospheric shot of the local fishing vessel *CAROUSEL* approaching the entrance to Scarborough Harbour.



Second Prize in the digital section went to Patrick Hill for his shot of Caledonian MacBrayne's ferry *SATURN*, at Gourock.



Third Prize in the digital section was won by Steven Tacey for his shot of a one time fishing vessel, *SIRIUS*, seen on the Isle of Wight.

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Journal of the Hull & District branch of the World ship society

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EDITORIAL

Well, here we are almost at the end of another year, my first as editor of Humber Light. I have had some compliments, as regards my efforts and so far and no complaints, so I hope I am doing things about right.

Our meeting season came to a finish in October, with our Annual Photographic Competition. The results are shown elsewhere in this edition. There was another good attendance, which seems to have justified the change to a summer meeting season. No doubt more will be said on this at the next AGM in April.

There are a number of different articles in this issue. Firstly George Robinson came up with a suggestion for a regular article concerning ships with Humber connections. He and Roy Cressey are both working on subjects for future issues and I am setting the ball rolling in this edition. Secondly we have a guest writer in this edition, a one time school friend of mine, Gordon Haynes. After a gap of almost 40 years, we re-established contact some years ago, through one of the regularly maligned ‘social networking’ web sites. Gordon has put an article together describing the shipping scene in the area of Scotland where he now lives. This should prove useful to anyone thinking of visiting the area and also as a general picture of what goes on there. It also proves that there is life beyond Spurn Point! Thirdly we welcome back Malcolm Ladd’s Hull Docks notes. Malcolm is busy with other commitments at the moment, so he has been unable to provide anything up to date, but has sent these notes from earlier this year, which haven’t previously been published.

So all that remains now is to wish everyone and their families, a Merry Christmas and a Happy New Year and the hope of plenty of shipping to view in 2012.

BRANCH NEWS

It’s coming up to the time of year when we have to talk about subscription renewals,. The subscription for 2012 remains at £8 plus a further £7 if you wish to pay in advance for the ‘door’ charge at the meetings. Hilary will be pleased to receive your subscriptions in the New Year.

DIARY

April 27 2012 AGM plus ‘Illustrated Port Jottings’ by Patrick Hill

May 2012 Tor Line – a slide presentation by Paul Morgan

The Remainder of the programme for 2012, when finalised, will be published on the web site and in the next edition of Humber Light

COVER PHOTO – The cruise ship AIDALUNA is piloted in through the Sutors Channel, Cromarty, by a resident bottle-nosed dolphin. Article on the area starts on page 9. (photo – Gordon Haynes)

MEETING REPORTS

Annual Dinner

The annual dinner took place, as scheduled, on the 16th September at the Hallmark Hotel at North Ferriby. Thirteen members and guests were present, a lower figure than usual, possibly due to the change of month this year. Your webmaster was unable to attend on this occasion, which did not help the attendance figures. From what I have been told everyone present enjoyed their chosen meal, in what were different surroundings to normal in the hotel, a wedding group occupying our usual room. Everyone present was especially pleased to see our President, Horace Hodgson, on the evening. This was Horace's first branch event since his illness early in the year and involved him making a long trip to be present. Thank you for coming Horace and we look forward to seeing you at some of our events next season.

September

For this month's meeting, we welcomed branch member Paul Morgan, who brought along his slide presentation 'Ferries Around Britain'. Another reasonable attendance with about eleven members present. The presentation took the form of a circular tour of the ports of the UK, naturally starting and finishing at the Humber, with the slides illustrating the ferries currently to be seen operating at those ports. With the continued decline in the use of film, it was unusual to see a presentation of up to date material. Paul is unable to attend branch meetings regularly, so a special thank you for being able to fit in this visit.

October

To conclude what has been a generally successful summer season of meetings, our Annual Photographic Competition was held in October, with another good attendance. In order to change the emphasis of the competition away from the technical aspects of the entries, we changed the judge this time to someone with an interest in ships and who is also a good photographer of same. So this year we welcomed branch member George Robinson as judge. The number of entries were up on last year, particularly in the print section, although increasing the number of entries per member did help the total. Sadly the number of members entering the three sections of the competition only increased slightly. The standard of entries was, in my opinion higher than of late, which increased the problems for George with his deliberations. The digital entries were shown first, with the eventual winner being declared as Bev Lasckey, with an atmospheric shot of the fishing vessel *Carousel* approaching Scarborough Harbour. The print section followed, with Glyn Woods' print of the fishing vessel *Wyre Defender* leaving the dock at Fleetwood the winner. To conclude the evening the slide entries were shown, with George giving first place to our chairman Steven Tacey, for his close up shot of *Royal Princess* and *Percuil*. Congratulations to the winners and thanks to all those who took part and of course George for acting as judge.

The Winners

Digital	Print	Slide
1st - Bev Lasckey	1st – Glyn Woods	1st – Steven Tacey
2nd - Patrick Hill	2nd – Steven Tacey	2nd – Patrick Hill
3rd - Steven Tacey	3rd – Bev Lasckey	3rd – Patrick Hill

IN THE GALLEY

Cheese and Potato Pie

Ingredients

1 ½ lb (700 gm) Hot Dry Mashed Potatoes	Seasoning
6 oz. (175 gm) Grated Cheese	Breadcrumbs
2 oz. (50 gm) Chopped Onions	Melted Margarine

Method

Mix the grated cheese and sweated onions together. Place a layer of potatoes in a greased pie dish, add a layer of cheese, a layer of potatoes and so on, finish with a layer of potato.

Spread level with a palette knife, sprinkle with a little melted margarine and a few breadcrumbs.

Place on a baking sheet and colour to a golden brown in a hot oven.

This recipe is personally untried and is taken from a 1950 cookbook.

THIS AND THAT BY ROY CRESSEY

Sweet Success

It was in July 2010 that Tate & Lyle announced that it had sold its historic sugar business, which includes the iconic Golden Syrup brand, to American Sugar Refining in a £211m deal. For many years ships had been arriving on the river Thames loaded with raw cane sugar for refining at the Silvertown works of Tate & Lyle. Bulklers arrived from Africa, the Caribbean and Pacific countries and it was feared that perhaps numbers could diminish after the sale. This has proved unfounded with several interesting bulklers visiting during the last year, one of which was the Egyptian flag, 31,948dwt, Wadi Halfa built in Korea in 1984. Owned by National Navigation Co she is registered in Alexandria. She had been in the headlines previously when on 29 October 2008 she was in collision with the coaster Scot Isles in the Dover Strait which damaged plates on her port side and the MAIB investigation pointed to a complacent attitude to bridge watch keeping on both vessels. However the 184.9 metres overall length bulker which has a service speed of 14.2 knots has kept tramping around the world and presented a pleasing profile of a typical bulker of the period when she anchored in the Thames estuary prior to proceeding up the Thames to the refinery. *(photo WADI HAFI - Kevin Bassett)*



Wood pulp to Sunderland



In recent years the port of Sunderland has had to look to new trades and cargoes to move forward after the north east collieries closed. Coal had been the mainstay of the port for many years. A few years ago they attracted the import of wood pulp mainly from the Swedish port of Varberg. This has been a success for the port as vessels still call regularly with this commodity, on 14 June the relatively new Anmiro 2009/2,461gt arrived. The 3,695dwt, vessel which averages 9.9 knots on passage is operated by Briese Schifffahrts of Leer, Germany and with measurements of 85m x 11m she is ideal for this traffic. *(photo ANMIRO - Roy Cressey)*

Blyth ships rescue boats to Angola

On 24 June the Gibraltar registered, heavy lift carrier BBC Nordland 2000/6,204gt. arrived at the port of Blyth in Northumberland from Hamburg already carrying some deck cargo that would remain on board. The purpose of her visit was to load three aluminium boats for Soyo in Angola. Built by Almarintec, the Svitzer Kumbira and Svitzer Kissama are both fast rescue boats, one of which reached 28 knots on trials, and the Svitzer Conda, a pilot boat. They are destined for use at the LNG terminal at Soyo. The dock workers loaded three cradles on board during the morning and then the three boats were positioned on board in the afternoon before the 7,598dwt. BBC Nordland departed for Flushing on her way to Angola. The vessel is operated by Briese Schifffahrts of Leer, Germany.

Cosco Glory makes maiden call at Felixstowe

The port of Felixstowe welcomed the maiden call of the Cosco Glory, the newest and largest vessel in the Cosco fleet on Sunday 10 July 2011. Constructed by Hyundai Heavy Industries Co Ltd Cosco Glory along with her sister Cosco Pride are 366m in length and can carry 13,100 teu. Felixstowe is one of the few UK ports able to berth the increasingly large ships entering the market. With the current expansion at the port it envisaged that more of these super post-panamax vessels will be handled simultaneously. The Cosco Glory is currently employed on the NE3 service which



starts at Rotterdam before coming to Felixstowe and going on to Hamburg, Antwerp, Nansha, Hong Kong, Xingang, Dalian, Qingdao, Ningbo, Yantian and Singapore. *(photo - COSCO GLORY - Port of Felixstowe)*

Change of vessels for Channel Islands

The 674gt., Burhou I and Isis, both built in 1978 have been regular callers to Poole in Dorset from the Channel Island ports of Jersey, Guernsey and Alderney, providing transit for all manner of cargo from the mainland to the Channel Islands with fresh produce being a feature of the return leg to the UK. Alderney Shipping operated these two vessels along with the Mungo which served other south coast ports and occasionally called at ports further afield such as Goole. Alderney decided to replace the two vessels with one vessel, the 1991 built, 1,800 dwt, Fehn Coral which they took on charter and she arrived in Poole for the first time on 11 July. However she in turn was replaced by the larger, 1993 built, 2,366dwt, Valiant which arrived on 14 August. A few days later on 17 August, the company's Mungo 1980/664gt. stranded on the east training wall at the entrance to Littlehampton harbour in



Sussex, when arriving at that port with a cargo of aggregates. The Coastguard rescue team, lifeboat and a tug were sent to the scene but the vessel was refloated on the following tide with no pollution or damage. The incident was thought to be a possible failure of her steering gear but an investigation will be carried out. *(photo - MUNGO - Ed.)*

Large bulk carriers visit the Tyne

The Port of Tyne recently spent £5m in dredging operations and quay improvements to deepen the river channel to accept some of the world's biggest cargo ships. This has soon paid off because as the price of scrap metal increases, the size of vessel required for transporting these cargoes increases also. On 21 August the Singapore flag bulk carrier Mandarin Sky 2009/32,957gt. arrived off the river Tyne from Vlissingen in Holland to load a cargo of scrap metal. The 56,930 dwt vessel, operated by Da Sin Shipping Pty Ltd of Singapore was unable to berth at the RSQ East berth as the 53,393dwt. Chinese flag bulk carrier Wu Yi Hai was still loading a cargo of scrap metal for Nemrut Bay in Turkey which is located on the eastern Aegean on the south side of the port of Aliaga. This 2008 built bulk carrier, operated by Cosco Bulk of China had arrived from Ghent in ballast but was not due to sail until 27 August when the Mandarin Sky would take her place. Only five days previously the Panamanian bulk vessel Key Guardian had arrived with a cargo of coal to break the record for the deepest ship to enter the Tyne at 13,165m draft. She broke the record that had stood only two weeks when the Alam Penting had brought a cargo of coal. *(photo WU YI HAI - Roy Cressey)*



Barge transports 8,000 ton warship section by sea

The barge AMT Trader recently made a 600 mile voyage around Scotland from BAE systems Govan yard on the Clyde to the Rosyth dockyard on the Firth of Forth. Her deck cargo is the 8,000 tons section of the next generation Royal Navy aircraft carrier HMS Queen Elisabeth. Lower Block O3, measures 23m tall, 40m wide, and 63m long. The tow started on Tuesday 16 August and was completed four days later when Augustea SpA's Eraclea handed over the barge to Forth Estuary Towage's tugs for the final leg under the rail and road bridges to Rosyth. The Eraclea has a bollard pull of around 120 tons and a speed of 15 knots. *(photo AMT TRADER - Iain McGeachy)*



HULL DOCKS NOTES

Visits to the waterfront have been few and far between, it is said its a good plan to keep oneself busy as the years roll on, no problem there then.

A lot of my local maritime knowledge has been gleaned from the local newspaper and television, the news of the big German electrical manufacturer to build a wind turbine factory and shipping installation at Alexandra Dock has come as a tremendous lift to the local economy, there is much talk about Green Port Hull as it will be called and the number of jobs it will create will certainly be a great boost for the city of Hull in terms of employment.

It looks as if the installation will take over about two thirds of Alexandra Dock, I attended the exhibition at the Maritime Museum in Hull earlier this year, it was informative and the people on hand were pleasant and helpful.

I queried the fate of existing trades that use the dock, notably timber, chemicals, and perhaps the Rix terminal which is situated on part of the dock at the west end which is to be in filled, provision will be made for these businesses I was told, likewise , there appeared to be silos built on the existing A,B, and C jetties, they were included in the artists impression of the aerial view of the completed factory initially, they were not too sure about these or precisely what function they would perform, in later artists impressions that were published these had been erased, so the fate of the jetties is still in the air perhaps, or blowing in the wind, sorry....

Final contracts have yet to be signed, I am reminded by a WSS member, who will believe it when the ink dries. From where I live it will be the sound of the pile drivers sealing of the west end of that old dock, and the demolition of the old wooden riverside jetty to make way for the huge concrete apron that will form a loading and berthing facility, more anon, and so to shipping.

14th January 2011

The bulker "Osios David 11 (1982, 23,791) was berthed at 10 Quay, Queen Elizabeth Dock and working, "Alcedo" ((1999 1890 grt), across the dock at the Container Terminal, "Samskip Courier" (2006 7852 grt). "Lisa C" (5000dwt) worked at 9 Shed in Kings.

Alexandra Dock saw "Mare" (2004 2080grt) on C jetty discharging timber, "Whitstar" (1968 1116) lay at 23 Shed., I see I have noted the "City of Westminster" at the repair and maintenance berth on the north side of the dock, a dredger up from the Port of London if my memory serves me correctly.

19th January 2011

I had witnessed the arrival of "Samskip Explorer" (2006 7852grt) apparently, "Tor Baltica" was at 5 Quay East in KGD, that close to the P&O ferry berth, if not on it, I have no info on her, I believe she was at that time laid up, her tonnage detail would be similar to her sister "Tor Fortura" (1986 16568 grt). "Star Curacao" (2008 3615) that smart looking Chemical Oil Tanker was at the Refinery berth on the north side of Kings.

19th January 2011

A final foray to the wild waterfront, the weather not really suitable for outdoor ship sighting, I made some brief notes; "Samskip Explorer", "Tor Baltica" "Belina" (4927 grt) all in or near the Container Terminal, "Star Curacao" at the Refinery berth. "Birka Explorer" at 16 Shed (Finnlines Terminal)(1991 6621grt) "Union Neptune"(1985 1543grt) was wisely under cover at the Steel Terminal. (*Photo - Union Neptune at Guinness in 2008 - vessel sank 22nd July 2011 - Ed.*)



6th June 2011

So back to the present, a lengthy gap, and , now typing up notes made some time ago. Not a great deal has changed, and some familiar tonnages continue to visit the port. On this day "Andra" (1974 2527) was at 12 Shed, Close by at 7/8 Shed "Osterbotten"(2002 4185 grt - ed.) "Samskip Innovator" was working at the Container Terminal, North Gap was occupied by "Karina G" (2007 2545grt) a general cargo ship. In Albert Dock "Sudarov" (no detail) was working at 33 Quay, in William Wright Dock the vessel "Hydra" was on 28 Quay, no detail but I think she was a survey ship.

21st June 2011

"Birka Trader" ((1998 12 251 grt) was discharging at the Finnlines regular berth, the Finland Terminal, with the usual convoy of fork lifts performing a Grande Prix on the service road adjacent. "Luebert" a 29,702 dwt bulker was working 10 Quay., "Grimm" 4175 dwt was at 15 Shed, "Samskip Innovator" at the Container Terminal, "Star Curacao"(2008 3615 grt) was at the Refinery. All that in King George and Queen Elizabeth Dock. Over in Alexandra a ship named "Gorken

Bay" (I think) was under arrest at 24 Shed, she has since departed (probably *Gorkem Bey*(2008 4766grt) since renamed *Bomar Mercury*.- ed.)

27th June 2011

I arrived as a green hulled ship was proceeding down river, definitely an Arklow I thought, turned out on binocular inspection to be "Arklow Spray" (1996 2300 grt). I believe she had just left North Gap in Kings, "Mistral (1999 1047grt) arrived, but I found no trace of her on the ABP website later. She is registered at Brando, which is in Corsica, I did not know that, but I'm sure you all did!

"Beaumare"(2008 2545 grt) was berthed at 10 Quay East, nearby was the bulker "Iasos" (1977 11037 grt) not sure of flag but would suspect Greek.

29th June 2011

"Baltisky 108" there are many of them! (1980 1926 grt) was doing not much at all at 6 Shed, "Veritas H" (1995 2899) was berthed at 9 Quay East. "Meridian" (1969 1251 grt) with "Star Aruba" (1972 1161) were together in Alexandra Dock, Aruba in the extension.

4th July 2011

A hot day as befits early July,"Fastrex" (1992 1946 grt) was alongside the Riverside Quay, probably waiting for tide, I think I later saw her in William Wright Dock discharging packaged Bio Mass, "Warber"(1996 1141grt) was at 9 Quay East in Queen Elizabeth, "Friporsgrunn" (3781 dwt) lay at C Jetty in Alex, "Aspen (no detail) was at 2 Shed, same dock.

8th July 2011

"Dette G" (1995 3999 grt) stemmed the tide with the tug "Svitzer Ellerby as anchor whilst "Samskip Innovator" made her exit from the lock at Kings, then proceeded to the container berth allocated at 9 Quay East.. "Arklow Fortune" (no detail yet) was at 10 Quay East. In Albert Dock "Brilliante"(5557) was berthed on the South wall, "Fastrex" was listed as detained but I later saw her working.

12th July 2011.

Another pleasant day with a gentle east wind and plenty of sunshine, "Sydguard" moved down river from a Hull berth, not sure which one, I watched Finnlines "Birka Trader" negotiate the lock as she arrived from Helsinki, after locking in she proceeded to the terminal, "Chyra" (2007 5581 grt - ed.) arrived shortly afterwards to load scrap metal.

15th August 2011

A clear day, with slight variations and rain expected, "Amalie Essberger" was working at the Saltend Jetties, she is not listed in the current Lloyds Register (2005 5595grt - ed.). Meanwhile in King George Dock "Star Curacao" (2008/3615grt) was at the tank installation at 14 Quay. Wagonborgs "Hekla" (2008 2281 grt) was berthed at 11 Quay. "Jolie Brice" (not listed Lloyds) "Scot Mariner" (2001 2594grt) and "Scot Pioneer" (1997 2690grt) continued further down the dock. In Alexandra Dock "Toisa Coral" (2007 2401grt) was in the care of MMS ship repairers.

16th August 2011

"Fambria" (not listed) was discharging at 7/8 shed, close by at 9 shed "Jorvik" (2000 2450grt) was also preparing to take on cargo and in line with them "Alexandragracht (2001 7950grt) was situated at North Gap. " Raba" (1984 1843grt) which I had sighted in William Wright Dock yesterday was continuing to discharge what appeared to be bio mass on the south quay, "Hekla" remained in Kings, and, one newcomer had arrived in Kings, namely "BBC Thailand "(2008 6478grt) and was berthed at 3 Quay middle. *(photo BBC Thailand - George Robinson)*



17th August 2011.

A better day in terms of weather, however , tides not suitable for shipping movements, the Platform Support Ship "Toisa Coral" was still with MMS in Alexandra, "Emma" (2003 2528grt) was on C Jetty in Alex, timber cargo I think, "Fambria" was still with us, and "Salrix" (1977 2563) was at the Rix berth in Alex also, wonder where they will go if and when Siemens commence work.

Malcolm Ladd

A POSTCARD FROM CROMARTY

For residents of Cromarty it's quite impossible to ignore the drama being played out daily in the firth. Whilst Aberdeen is the hub for the North Sea oil and gas operations, the Cromarty Firth hosts marine traffic involved in diverse operations, both seasonal and year-round. Readers will be familiar with the geography, but briefly the Black Isle, which is not quite an island, forms the southern shore of the firth and traffic across to the north side was once catered for by several ferries. This has, over time, diminished to one. The *Cromarty Queen* plies its way between Cromarty and Nigg every half hour (in daylight) during the period June to October. Its predecessor, the *Cromarty Rose*, was the smallest car ferry in Britain, having room for two vehicles. The *Queen* doubles that capacity with the aid of an on-board turntable and of course offers places for foot passengers too. The deep water channel that it crosses and which extends beyond Invergordon about seven miles away to the west, is the *raison d'être* for there being any shipping here at all. Between the headlands of the North and South Sutors the passage narrows to a little over half a mile, so traffic is always one way and it often has to negotiate its way past oil tankers at the Nigg Terminal. Approximately twice a month Nigg manages ship to ship transfers between crude oil shuttle tankers like the *Petronordic* and *Petroatlantic*, which load from the North Sea fields, and typically Aframax tankers in the range 250 - 275 metres long. Much bigger than this would mean that turning them might be problematical. The firth has three tugs, *Kintore*, *Keverne* and *Kestrel*, which are mostly resident but are often away on duty in the Captain and Beatrice fields off Wick.



Left - *Skandi Skolten*, a multi-purpose Construction Anchor Handling Vessel, on her maiden visit to the Cromarty Firth, 11/8/2010

Right - *The Hutton TLP*, a landmark in the firth for 3 years

Invergordon sees general cargo traffic, heavy cargoes, coastal tankers, dive support vessels, oil drilling rigs, cruise liners and occasional Royal Navy visits. Many of the vessels have become familiar visitors in the two and a half years that I have been watching. There are always rigs moored in the firth, either undergoing maintenance or just cold-stacked. Anchor Handling Tug Supply (AHTS) vessels are charged with the task of transporting them, typically three of them in attendance: one tugging, one stabilizing and one in reserve, bringing up the rear and helping with anchoring manoeuvres. Some of the semi-submersible rigs have their own propulsion systems. The *Stena Don* found its own way into the firth in 2010 before leaving for Greenland waters and a confrontation with Greenpeace warriors.

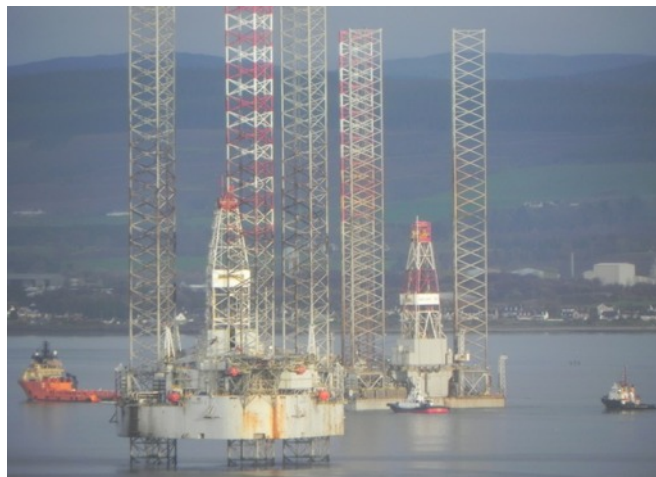


Left - *Crown Princess* off Cromarty 6/6/2011

Right - *Minerva Nike* being pulled out from the Nigg Oil Terminal

Whilst the rigs are mostly transitory visitors, the firth has been home to the remains of the Hutton field Platform for three years now. Known as the *Hutton TLP* (for tension leg platform), only the yellow painted legs survive. The deck was removed in Murmansk before the legs and hull were taken in tow for the Gulf of Mexico but it never made it that far, mooring up off Cromarty in January 2009. Affectionately known as the custard tins, most residents would be happy to see the legs on their way.

Over the last twelve months there has been an increase in the number and frequency of visits by dive support vessels like Subsea 7's *Seven Atlantic*. None is permanently based in the Cromarty Firth but Invergordon is a convenient mission base and is also used for crew rotations.



Top Left - *Seven Pelican* being piloted through the deep water channel
 Top Right - *Galaxy II* being hauled in for a refit past its sister rig *Galaxy I*, 25/7/2011
 Lower Left - *Apache II*, off to lay pipes in the Broom Oil Field, 4/8/2010
 Lower Right - *Transocean Prospect* leaves for the North Sea, 20/2/2011

Near the head of the firth is the Evanton Spoolbase, where pipelaying vessels like *Seven Navica* and *Apache II* collect their cargoes.

From May to September is the cruise liner season, typically about fifty vessels, with upwards of 60,000 visitors who all come to 'do' the Highlands in a day. For several years the *Crown Princess*, 113,000 GT, with 3080 passengers, has been the largest vessel to make port, five times in the 2011 season as she was on duty for the Round Britain cruise. She doesn't turn as many heads as the *Queen Elizabeth* (21,000 GT smaller and the same basic design as the Holland America Line's *Eurodam*, which also visits without much fanfare), but the public will stand on the sea front or harbour walls for over an hour to see Cunard liners. *Queen Elizabeth's* maiden visit was on 5/9/2011.

The most unusual of vessels to grace the Cromarty Firth in recent months was *E-ship 1*, which first berthed at Invergordon on 6/11/2011. Used for transporting wind turbines, she made her maiden voyage in August 2010 from Germany to Ireland. Cromarty might be seeing a lot more of her now that the Nigg Yard is to be a centre for the construction of energy components. What makes *E-ship 1* so unusual is her four deck-mounted vertical rotors, each 4m in diameter and 27m high which are estimated to improve fuel efficiency by up to 40%. Impossible to describe as attractive - because she has all the grace a floating Battersea Power Station - the important thing is that the technology works.

Gordon Haynes

HUMBER UP-RIVER NOTES

September 2011

On September 1st, NORRSKEN (NLD 2474/05), the former FLINTERBELT, arrived at Grove Wharf, on the 3rd, MCL EXPRESS (ATG 3787/99) arrived at Goole and on the 5th CITO (NLD 2281/08) arrived at New Holland Jetty. On the 11th a couple of vessels not seen in these parts for a while arrived: PUR NAVOLOK (CYP 2446/97) at Gunness from Concupion and IVAN BOBROV (RUS 2359/78) at Grove. Continuing with activities at Grove, the following day saw the arrival of LIANNE (ATG 1903/97) from La Pallice, the 13th NORDSTERN (ATG 2446/94), and on the 14th MELAS (LBR 2452/10), light from Immingham. Also on the 14th WINDSTAR (NIS 2237/91) arrived with timber at New Holland Dock, sailing light for King's Lynn on the 15th. Also on the 15th, FRI PORSGRUNN (GIB 2868/00) arrived at New Holland Jetty from Tonnay Charente, sailing for Jelsa on the next tide. The following day saw the arrival of PASADENA (ATG 2993/01) from Seville at the jetty. ATHOS (GIB 2446/97) also arrived at the jetty on September 21st and after discharge sailed light for Grove to pick up a cargo for Kvinesdal, departing from Grove on the 25th. On the 26th ALANA EVITA (NLD 2281/09) arrived at Howdendyke and at Goole ALKIONA (VCT 2120/81) and TOLI (MLT 2637/09) both arrived on the 27th. The orange hulled fleet of Wijnne & Barends are regular visitors to New Holland, but on the 27th LADY NONA (NLD 1978/02), ventured a little further westwards on the south bank to berth at Barrow Haven. The vessel had brought a timber cargo from Riga. This is the first time I have logged one of their ships at Barrow. On the 28th ANTWERP ((MLT 2451/08), the former WILSON ANTWERP, arrived Goole from Eregli, sailing light on the 30th for Montrose. To conclude the month, two arrivals on the 29th: ONEGO (PAN 1574/91) at Grove and MSM DON (CYP 4156/11) at New Holland Jetty. (photo TOLI at Goole - Rick Ward)



October 2011

Two arrivals at New Holland Jetty to start the month's notes: HEKLA (NLD 2281/08) arriving on the 7th, sailing for Rotterdam on the 11th and JOHANNA DESIREE (ATG 2545/10) arriving on the 11th. REMSBORG (CUR 1999/90) arrived at Flixborough on the 12th and ATHOS (details above) made a return visit to Grove, this time arriving from Terneuzen, but sailing again for Kvinesdal (on the 14th). On the 13th the former OKKO TOM BROOK, now LADY CLARA (ATG 2451/07) arrived at New Holland Jetty. On the 15th WESTVOORNE (ATG 2035/96) arrived at Grove from Emden, sailing for the same port on the 19th and NAJADE (NLD 2862/11) arrived at New Holland Dock. On the 17th ABIS BORDEAUX (NLD 2978/11) and ANNA-MARIA SIBUM (ATG 2997/05), both arrived at New Holland Jetty, the latter sailing for Ijmuiden on the 19th. On to Goole and on the 20th NEKTON (NLD 1996/96) arrived, followed on the 24th by GEULBORG (CUR 2769/94). Back to Grove and the following arrivals: on the 25th PALOVIT (PAN 4109/97), from Las Palmas, the 26th LIV KRISTIN (GIB 1843/84) and the 27th TOMAR (PMD 1864/95). On the 28th MEG (PAN 1596/93) arrived at Barrow from Riga, followed on the 29th by VICTORIA C (GBR 2990/07) at New Holland Jetty and JORVIK (NLD 2450/00) on the same day at Grove. Finally, on the 30th, GORKY (ATG 2914/97) also arrived at Grove and ELKE K (NLD 2449/93) at New Holland Jetty, from Tonnay Charente. (photo - NAJADE at New Holland Dock - Ed.)



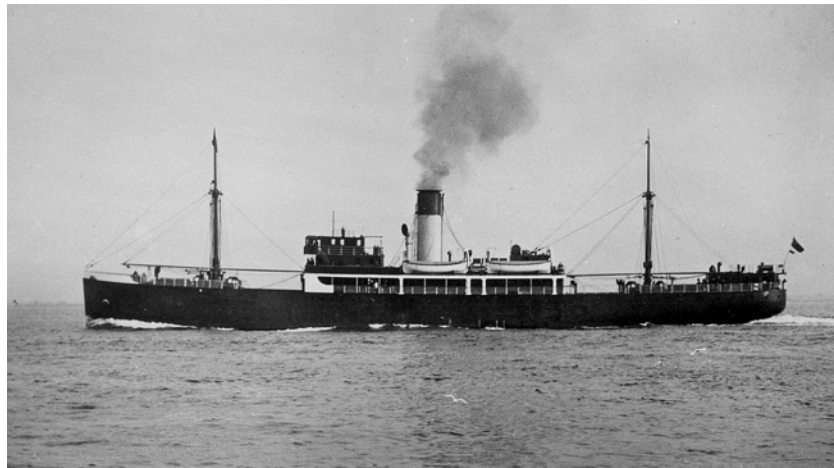
November 2011

Two arrivals to note on the 6th: firstly the MAX (VCT 1084/80) at Grove from Antwerp and NIKLAS (LBR 2452/10) at Flixborough. The former has been seen in these parts in the past as the OTTER. On the 8th BRATISLAVA (RUS 2446/94) arrived at Goole and the next day KATRE (MLT 2497/11) at the same port. On the 11th RED SPIRIT (MLT 3893/98) arrived at Grove from Las Palmas, followed the next day at the same port by OSLO (ATG 2805/96). On the 14th PETERSBURG (ATG 2914/01) arrived at Flixborough, and on the 16th GEERVLIET (NLD 2549/11) at Grove. MARIABURG (BEL 1372/85) arrived Grove the next day, the 17th, as did MERKUR (PAN 1872/74) at New Holland

Jetty. LINGEDIJK (NLD 2984/10) arrived at Goole on the 18th and a little further up river at Howdendyke CARINA (ATG 2463/90) arrived from Aveiro on the 22nd, sailing for King's Lynn on the 24th. Two more arrivals at Grove; RANAFJORD (KNA 1656/75) arrived from Emden on the 24th, sailing for Norway on the 25th and GIESSENBORG (CUR 2820/97) arrived on the 25th from Ijmuiden, sailing for Tornio on the 28th. Also on the 25th WAALDIJK (NLD 2984/10), sister ship to LINGEDIJK (above), arrived at Goole. The last two vessels of note for the month are SYAM (RUS 1596/93), which arrived Keadby on the 26th and KARL-JAKOB K (NLD 3057/06, which arrived at New Holland Jetty on the 28th. (photo MAX here seen as OTTER passing South Ferriby back in 2006 -Ed.)



SHIPS OF THE HUMBER – MELROSE ABBEY (1929)



The *Melrose Abbey* was built by Earle's Shipbuilding and Engineering Co at their Hull yard for the Hull and Netherlands Steamship Company (AHL Managers). The vessel was launched on February 28th 1929, completed by April the same year and then entering service on the company's routes to Amsterdam and Rotterdam. In March 1941 the vessel was requisitioned for use as a convoy rescue ship, becoming operational on the February 11th 1942. During its service as a rescue ship, the vessel accompanied 42 convoys and rescued 86 men from sunken vessels. In 1945 the vessel was returned to its owners and in due course resumed its pre-war activities. In 1958 the vessel was renamed *Melrose Abbey II* in preparation for its replacement by new tonnage which was also to be named *Melrose Abbey*. The vessel was sold the following year to Typaldos Brothers Shipping of Piraeus and renamed *Kriti*, giving a further 20 years or so more service before being sold for breaking at Perama in 1980.

Vessel Data

Tonnage – 1908 GRT
 Length – 281 feet Breadth – 38 feet Draught 17 feet
 Passenger Capacity - 116

FINALLY.....

With the additional articles in this issue, I have not had to dip into old copies of Humber Light for fillers and also the 'Personality and the Ship' feature has had to be held over until the next edition due to a shortage of space. Not a problem that I expect again for a while! The next edition should be published towards the end of March.