



EARLY NORTH SEA STANDBY VESSELS

BRITISH TRAWLERS, CONVERTED TO OIL RIG STANDBY VESSELS



Robert F West





*In 1965, the North Sea oil industry was in its infancy.
From the year of the first offshore activity in 1962, until that year, the need for offshore rig safety and rescue vessels had not been adequately identified.
However, a disaster in 1965 was to bring the need for such vessels sharply into focus.*



SEA GEM

*In 1965, the Jack up rig Sea Gem was contracted by BP to drill a series of exploration wells in the Southern North Sea.
On completion of a well in December 1965, the Sea Gem was preparing to be moved to a new location.*

*However, before this could happen, the Sea Gem collapsed and sank on 27th December 1965. The result of this disaster was the loss of thirteen men.
Were it not for the rescue efforts of the cargo vessel Baltrover, it's likely many more, if not all the crew, would have also been lost.*

*From this disaster, it was quickly identified there was a need for dedicated rescue vessels to remain in constant attendance, at all offshore oil rigs & platforms.
Subsequently, the need for these vessels to remain in constant readiness has been made law.*

*In the early sixties, it was quickly realised that the British side trawling fleet was the ideal provider for these rescue vessels.
From this period, through the seventies and early eighties, the British side trawling fleet were no longer economically viable.
This was due to declining fish stocks, EU quotas, closure of traditional fishing grounds and rising fuel prices.
So for both the trawler owners, crews and oil companies alike, there was an ideal answer for all their needs.*

*The vessels themselves were easily converted.
Initially, all that was required was the removal of their fishing gear.
Plus the addition of an inflatable rescue vessel and the conversion of the fish room into survivor accommodation.*

*As well as a very simple conversion, the side trawlers were ideal vessels in the hostile North Sea.
They were very seaworthy. They had a low freeboard, which enabled relatively easy recovery of inflatable rescue vessels and survivors.
They also had sufficient endurance, which would enable them to spend up to six weeks at sea. Plus, there was also sufficient crew available.*

*In subsequent years, the vessels became more advanced with the addition of better semi rigid rescue craft, better recovery systems and other design features.
In turn, crew training was given greater emphasis. Over the following years, these vessels and crews saved numerous lives.*

*In the mid-1970s the continued demise of the British Fishing industry was worsened by the closure of distant water fishing grounds to British vessels.
For the recently built freezer and wet fish stern trawlers this could have been disastrous and would have quickly led them to the breakers.*

*However, as the North Sea oil industry moved from the exploration phase to the production phase, the smaller side trawler was often inadequate for the task of
providing rescue cover to the large production platforms coming into existence.
This was generally due to the small size of the typical side trawler and the large size of a production platform crew.*

*So a more suitable vessel was needed to provide safety cover for these production platforms.
Fortunately, the stern trawlers and in particular the larger freezer trawlers were more suitable for the task and they were quickly adapted for this new role.*

*In general these vessels could offer more survivor accommodation, better medical facilities and larger rescue vessels with better launch and recovery systems.
They were also able to offer, basic fire fighting and pollution control capabilities.
As well as these benefits, they generally offered a more stable platform for providing these services.*

On the evening of July 6th 1988, the Piper Alpha production platform in the central North Sea was destroyed by an explosion and fire. One hundred and sixty seven men died as a result. Sixty two men were rescued by various vessels within the vicinity. However, one later died of his injuries.

From the subsequent inquiry, it was identified that the dedicated standby vessel Silver Pit, was wholly insufficient to deal with the disaster. The survivor facilities on board the Silver Pit were inadequate, while the manoeuvrability of the vessel was poor.

However, in recognition of their efforts during the rescue operation, 4 crew members of Silver pit's fast rescue craft received the George Medal for bravery. These crew members were, crew members Charles Alexander Haffey, James Herbert Clark, Andrew James Kiloh & coxswain James Paul McNeill. These awards of this prestigious medal, proved the crew themselves were not inadequate.

Three crew members of the more modern rescue vessel Sandhaven also received awards of the George Medal. These awards were to members of Sandhaven's fast rescue craft.

Two of the awards were posthumous; these awards were to crewmembers, Malcolm Storey & Brian Batchelor. The other award was to the fast rescue boat coxswain, Ian Letham.

The awards graphically illustrate, the dangers fast rescue boats crews' were exposed too, and of the bravery of the men who manned them.



PIPER ALPHA, on the evening of July 6th 1988.

The semi-submersible emergency response vessel MSV Tharos and the standby vessel Silver pit are in close proximity.

Subsequent legislation, as the result of lessons learned from this incident, finally sounded the death knell of the British ex-side trawler standby vessel. By 1992, ex side trawlers virtually disappeared from the North Sea, leaving the more suitable ex stern trawlers to continue as stand by vessels.

Although, these ex stern trawler conversions have proved adequate for the task of providing rescue services in the North Sea, they themselves have been replaced by purpose built stand by vessels, which bear little resemblance to the early stand by vessels.

The following 306 standby vessels are the ones which were converted from British side and stern trawlers.

These vessels provided a valuable and essential rescue service in the North Sea.

After more than 50 years of production and exploration in the North Sea, many hundreds of offshore workers owe their lives to this valuable rescue service.



BRITISH SIDE TRAWLERS CONVERTED INTO STANDBY VESSELS



ABACO

Built by Cochrane & Sons Ltd, Selby (yard no: 1449) for Sir Thomas Robinson & Son (Grimsby) Ltd, as Judean GY644.

She was launched on 2/12/1959 and completed in July 1960.

She was 119ft 5in long, with a 25ft 1in Beam. She was 291 gross tons. She was powered by a 790bhp British Polar 2 stroke 5 cylinder diesel.

In 1976, she was sold to Dagon Fishing Co Ltd of Lowestoft. She was then converted into a standby boat and renamed Abaco.

On 17/7/1984, she was seriously damaged by fire, while in the North Sea. She was scrapped in November 1985, at Gravesend, Kent.

IMO: 5176622.



ADA KIRBY, shown as built as Ada Kirby LT72.

Built in 1958 by Tommy Summers & Co of Fraserburgh (yard no: 105) for Inshore Trawlers Ltd of Lowestoft, as Ada Kirby LT72.

She was wooden vessel 93ft long, with a 23ft Beam. She was 125 gross tons, and was powered by a 300bhp 3 cylinder AKD diesel.

In 1969, she was sold to Putford Enterprises Ltd and was then converted into the standby vessel Ada Kirby.

In 1976, she was sold for use as a cargo vessel. In 1981, she was arrested for smuggling. She was then laid up for two years.

In 1983, she sank at La Corunna, Spain. She was raised and then scrapped in the same year.



ADMIRAL NELSON

Built in Aberdeen by Hall Russell Co Ltd (Yard no: 883), as Princess Royal A469, for the Carry On Fishing Co of Aberdeen.

She was launched on 11/5/1960 and completed in June 1960.

She had a length of 115ft 9 in and a beam of 26ft 4in. Her gross tonnage was 300 tons. She was powered by a 760bhp Mirrless 4 stroke 6 cylinder diesel.

In 1963, she was sold to Aberdeen Motor Trawlers and renamed Admiral Nelson A469. She then continued fishing up until 1981.

In 1981, she was sold to J Craig, converted into an oil rig safety vessel and later renamed Grampian Admiral. In 1986, she was bought by George Craig & Sons Ltd.

In 1987, she was sold by George Craig to an Aberdeen based company. She was then converted back to a side trawler and became Grampian Admiral A40.

Although, still retaining Aberdeen registry, she has never worked out of Aberdeen, as Grampian Admiral A40.

She continued with a succession of owners using the same name, until 2002. After which she was bought by the Fondo Fishing Co Ltd, Aberdeen.

In 2020, she was still fishing out of and landing her catch in Spain and still called Grampian Admiral A40.

IMO: 5400073.



ALDERSHOT

Built by Goole Shipbuilding & Repairing Co Ltd (yard no: 518) for the Wendover Fishing Co Ltd of Grimsby, as Aldershot GY612.

She was launched on 21/7/1959 and completed in November 1959.

She was 139ft 7in long, with a 28ft 5in Beam. She was 427 gross tons. She was powered by a 1,120bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1978, she was sold to Dagon Fishing Co Ltd of Lowestoft. She was then converted into a standby boat and still called Aldershot.

On 5th January 1987, she arrived at Milton Creek for breaking by Liguria Maritime Ltd.

IMO: 5009647.



ANEGADA

Built by Cochrane & Sons Ltd, Selby (yard no: 1469), for Ross Trawlers Ltd of Grimsby, as Ross Curlew GY692. She was launched on 24/11/1961 and completed in May 1961. Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by an 857bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In 1969, she was owned by British United Trawlers group. In 1978, she was transferred to British United Trawlers Ltd in Aberdeen.

In May 1981, she was sold to Colne shipping Ltd in Lowestoft. She was then converted into a standby vessel. She became Anegada in 1982.

She was used as a standby vessel, until 1990. After this, she was delivered for scrapping at Bloors Wharf, Rainham, Kent on 10/8/1991.

IMO: 5300364.



ANGLERFISH

Built by Richard Dunston Ltd at Thorne (yard no: 1038), for Drifter Trawlers Ltd & G D Claridge of Lowestoft, as Anglerfish LT391.

She was launched on 16/6/1960 and completed in April 1961.

Her length was 94ft 3in; her beam was 21ft 6in. Her gross tonnage was 153 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1977, she was converted into the standby vessel Anglerfish. In 1987, she was sold to Spanish owners, converted back to a fishing vessel and became Anglerfish LT377.

Anglerfish was still listed in Lloyds register for 2002. However, there are no further records of her after that time. She is also listed as no longer existing.

IMO: 5017577.



ANGUILLA

Built by Cochrane & Sons Ltd, Selby (yard no: 1434), for the Clan Steam Fishing Co Ltd & G D Claridge of Lowestoft. She was launched on 16/8/1958 and completed in January 1959.

Her length was 104ft 7in; her beam was 23ft 11in. Her gross tonnage was 228 tons. She was powered by a 403bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

After completion, she became Anguilla LT67. In 1972, she was wholly owned by Claridge Trawlers Ltd of Lowestoft. In 1976, she was converted into the standby vessel Anguilla.

In 1986, she was reconverted back to a side trawler, and then became Anguilla LT67. In 1992, she was scrapped at Pembroke Dock.

IMO: 5017747.



ANNA CHRISTINA

Built by Richards Ironworks Ltd at Lowestoft (yard no: 435), for Small & Co Ltd of Lowestoft. She was launched as Suffolk Maid LT295, on 4/3/1957 and completed in May 1957.

Her length was 91ft 4in; her beam was 22ft 1in. Her gross tonnage was 130 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1970, she was sold to M J Wilson of Kikcaldy, she became then Anna Christina KY338. In 1980, she was converted into the standby vessel Anna Christina.

In 1984, she was sold to Putford Enterprises, who then renamed her Putford Falcon. She remained as a standby vessel with this owner, until legislation made her obsolete

In 1993, she was converted into a sailing vessel called Jolly Roger 1. In 2020, she is still listed as active as a tourist passenger vessel in Barbados.

IMO: 5343184.



ANTIGUA

Built by Henry Scarr Ltd, Hessle (yard no: 750), for the Colne Fishing Co Ltd & G D Claridge of Lowestoft. She was launched on 30/8/1957 and completed in November 1957. Her length was 106ft; her beam was 23ft 4in. Her gross tonnage was 204 tons. She was powered by a 420bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. After completion, she became Antigua LT150. After 1971, she was used as a standby vessel. By 1977, she was fully converted into a standby vessel and no longer capable of fishing. In 1986, she was reconverted back to a side trawler, and then once again became Antigua LT150. In 1997, she was converted into a barquentine rigged sailing vessel. She was still listed as an active sailing passenger vessel in 2020.

IMO: 5019800.



ARDENLEA

Built by Livingstone & Co Ltd of Peterhead (yard no: 10), for Buchan Motor Trawlers Ltd, as Jarlshof GN75. She was launched on 23/5/1963 and completed in December 1963. Her length was 106ft 5in and her beam was 23ft 9in. Her gross tonnage was 210 tons. She was powered by a 660bhp Lister Blackstone 4 stroke 8 cylinder diesel.

She was sold to Bruce's Stores Ltd, Aberdeen in 1966, and renamed Ardenlea A805.

She was converted to an oil rig safety vessel in 1976, and operated as part of British United Trawlers group.

In 1980, she was sold to 3 Anstruther owners, who converted her to a great line fishing vessel. She then continued in this role as Ardenlea KY194, until 1984.

She was then sold to Seaward Safety Ships, and converted back to an oil rig safety vessel.

She was taken over by Warbler shipping in 1986, and renamed Dawn Cloud. In 1987, she was renamed Rosalba G, after being sold to Italian owners.

She was most probably scrapped sometime after June 1997, as she was deleted from the shipping register at this time.

IMO: 5405499.



ARDUOUS, shown as Arduous LT400.

Built by Richards Ironworks Ltd of Lowestoft (yard no: 236), for the Admiralty, as MFV 1056. She was launched on 23/3/1944 and completed in May 1944. She was a wooden hulled vessel, with a length of 97ft 3in and a beam of 22ft 3in. Her gross tonnage was 116 tons. She was powered by a 360bhp Ruston & Hornsby 6 cylinder diesel.

In 1948, she was sold to the Colne Fishing Co Ltd. She was then converted into a trawler and renamed Eta LT400.

In 1956, she was sold to Putford Enterprises Ltd of Lowestoft. She then became Arduous LT400, in 1957. In 1968, she was converted into the standby vessel Arduous.

In 1969, she became a houseboat. Eventually, she was left on the Oulton Broads, Norfolk, to become derelict.

IMO: 5022857.



ARKINHOLM

Built by Henry Scarr Ltd, Hessle (yard no: 726), for Boston Deep Sea Fisheries Ltd of Lowestoft, as Boston Seafoam FD42.

She was launched on 3/11/1955 and completed in April 1956.

Her length was 139ft; her beam was 29ft. Her gross tonnage was 398 tons. She was powered by a 960bhp British Polar 2 stroke 6 cylinder diesel. In January 1973, she was sold to Putford Enterprises Ltd of Lowestoft. She became Westleigh FD42 in 1974. In 1978, she became the standby boat Arkinholm. In August 1978, she was sold to George Craig & Sons Ltd, Aberdeen. In 1979, she was renamed Grampian Castle. She was wrecked after running aground on Newborough Beach, Menai Straits, Wales on 2nd March 1987.

IMO: 5049362.



ARLANDA

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 996), for the City Steam Fishing Co Ltd of Fleetwood, as Arlanda FD206.

She was launched on 2/5/1961 and completed in September 1961.

Her length was 139ft 8in; her beam was 28ft 4in. Her gross tonnage was 431 tons. She was powered by a 1,250bhp Mirrlees 4 stroke 8 cylinder diesel.

In March 1962, she was sold to Dinas Steam Trawling Co Ltd. In January 1971, she was sold to Cevic Steam Fishing Co. Ltd of Fleetwood.

In June 1975, she became the standby boat Arlanda.

In 1978, she was sold to Kaleawo Enterprises Ltd of Tema, Ghana, and renamed Tohale. She was sent for scrap on 24th January 1991.

IMO: 5024506.



ARUBA

Built by John Lewis & Sons Ltd of Aberdeen (yard no: 305), for the Hawkstone Fishing Co Ltd of Aberdeen, as Hawkflight A530.

She was launched on 19/12/1960 and completed on 7/3/1961.

Her length was 98ft 6in and her beam was 21ft 10in. She was 174 gross tons. She was powered by a 670bhp National 4 stroke 5 cylinder diesel.

She was sold in 1971, to Southern Marine Ltd, Dublin. In 1973, she was sold to C.V Eastick Ltd, of Great Yarmouth. She then became Hawkflight A215.

She was sold in 1975, to Huxley Fishing Co Ltd, Lowestoft, and renamed Aruba LT213. In the same year, she became the standby vessel Aruba.

She continued in this role, until she was scrapped in 1991.

IMO: 5144679.



BAHAMA

Built by Henry Scarr Ltd, Hessle (yard no: 749), for the Colne Fishing Co Ltd of Lowestoft, as Bahama LT142.

She was launched on 15/6/1957 and completed in September 1957. Her length was 106ft; her beam was 23ft 4in. Her gross tonnage was 204 tons.

She was powered by a 446bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. In 1976, she became the standby boat Bahama. In 1986, she was sold for scrap. However, while she was being towed to the scrapyard, the tow parted and she ran aground on Aldeborough beach, Suffolk. She was subsequently scrapped on the beach.

IMO: 5033703.



BANNOCKBURN

Built by Richards Ironworks Ltd at Lowestoft (yard no: 438), for Talisman Trawlers Ltd, as Sutton Queen LT302. She was launched on 27/8/1957 and completed in November 1957.

Her length was 103ft; her beam was 22ft. Her gross tonnage was 178 tons. She was powered by a 440bhp Crossley 2 stroke 6 cylinder diesel.

In 1971, she was sold to Putford Enterprises Ltd., Lowestoft and renamed Bannockburn LT302. In the same year she was sold to Keithly Enterprises Ltd of Lowestoft

In 1972, she was sold to Safetyships Ltd of Aberdeen. She then became the standby vessel Bannockburn. In 1978, she was sold to Christian Salvesen. She was scrapped in 1979.

IMO: 5345998.



BARBUDA

Built by Richards Ironworks Ltd at Lowestoft (yard no: 470), for Jackora Ltd, Lowestoft, as Jacklyn LT434. She was launched on 19/7/1962 and completed in September 1962.

Her length was 93ft 5in; her beam was 22ft 4 in. Her gross tonnage was 162 tons. She was powered by a 475bhp Mirrlees National 4 stroke 5 cylinder diesel.

In 1975, she was sold to the Colne Fishing Co Ltd. She was renamed Barbuda LT434 in January 1976. She became the standby vessel Barbuda in 1986.

She was scrapped in 1991.

IMO: 5167176.



BARNSELEY

Built by the Goole Shipbuilding & Repairing Co Ltd (yard no: 523) for the Rhondda Fishing Co Ltd & Consolidated Fisheries Ltd of Grimsby, as Barnsley GY651.

She was launched on 9/8/1960 and completed in October 1960.

She was 139ft 9in long, with a 28ft 5in Beam. She was 441 gross tons. She was powered by a 1,120bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1978, she was sold to the Dagon Fishing Co Ltd of Lowestoft. She then became Barnsley LT551. In 1980, she became the standby vessel Barnsley.

She was scrapped in March 1992, at Rainham, Kent.

IMO: 5037022.



BEN BHRACKIE

Built by C D Holmes & Co Ltd of Beverley (yard no: 1003), for Richard Irvin & Sons Ltd, as Ben Bhrackie A814. She was launched on 19/8/1966 and completed in November 1966.

She had a length of 147ft 6in and a beam of 28ft 9in. Her gross tonnage was 443 tons. She was powered by a 1,366bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1982, she was converted into a standby boat. Later in the same year she was renamed Grampian Endeavour.

She was eventually scrapped, sometime between 1998 and 2012. She was deleted from the shipping register in August 2012.

IMO: 6018225.



BEN MEIDIE

Built by John Lewis & Sons Ltd of Aberdeen (yard no: 285), for Richard Irvin & Sons Ltd, as Ben Meidie A319. She was launched 23/4/1959 and completed in July 1959.

She had a length of 139ft and a beam of 26ft. Her gross tonnage was 371 tons. She was powered by an 854bhp Mirrlees 4 stroke 7 cylinder diesel.

She was built as a deep water side trawler, to be used for fishing the Faroe Island grounds.

She continued in this role up until 1979. After which she was converted to the oil rig safety vessel Ben Meidie.

In 1982, she was sold to the North Star Fishing Co, and renamed Grampian Scott.

She continued as a standby vessel, until 1994.

She was likely scrapped, sometime between 1994 and 2001. However, she remained on the Lloyd's register until 2001.

IMO: 5040524.



BEN STROME

Built by John Lewis & Sons Ltd of Aberdeen (yard no: 318), for Richard Irvin & Sons Ltd, as Ben Strome SN85. She was launched on 8/3/1962 and completed in May 1962.

She had a length of 124ft 5in and a beam of 25ft 5in. Her gross tonnage was 282 tons. She was powered by a 712bhp Mirrlees 4 stroke 6 cylinder diesel.

In 1980, she was converted into the standby boat Ben Strome. In 1982 she was sold to North Star, who renamed her Grampian Dawn. She remained with North Star until 1992.

In 1992, she was sold to World Ocean Shipping Ltd. But, it appears any plans for the vessels future, never came to fruition.

In 2002, she was sold to owners who intended to convert her into either a pirate radio ship, or a diving support vessel.

She was then moored at Ipswich to allow the conversion to take place.

However, due to costs involved in maintaining and converting the vessel, she was allowed to become derelict. She was scrapped in 2012.

IMO: 5040598.



BEN VURIE

Built by John Lewis & Sons Ltd of Aberdeen (yard no: 303), for Richard Irvin & Sons Ltd, as Ben Vurie SN33. She was launched on 21/3/1960 and completed in May 1961.

She had a length of 124ft 5in and a beam of 25ft 5in. Her gross tonnage was 282 tons. She was powered by a 712bhp Mirrlees 4 stroke 6 cylinder diesel.

She was converted to the standby boat Ben Vurie in 1976. 1982, she was sold to George Craig & Sons Ltd and renamed Grampian Viking.

She was deleted from the shipping register in August 2012. No further records exist of her, after 2012.

IMO: 5040653.



BENELLA

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 936), for the City Steam Fishing Co Ltd of Hull, as Benella H312.

She was launched on 16/10/1958 and completed in February 1959.

Her length was 185ft; her beam was 33ft 6 in. Her gross tonnage was 789 tons. She was powered by a 1,700bhp Werkspoor 4 stroke 10 cylinder diesel.

In March 1965, she was sold to J Marr & Son Ltd, Hull. In October 1977, she was converted to the standby vessel Benella. She was then transferred to Fleetwood in February 1978. In 1991, she was sold to the Cam Shipping Co Ltd in Aberdeen. She was then renamed Cam Viceroy. She was scrapped in November 1993 at Rainham, Kent

IMO: 5040873.



BERMUDA, shown as built as Bermuda LT122.

Built by Cochrane & Sons Ltd, Selby (yard no: 1401), for Claridge Trawlers Ltd of Lowestoft. She was launched on 27/11/1954 and completed in April 1955. Her length was 104ft 7in; her beam was 23ft 4in. Her gross tonnage was 205 tons. She was powered by a 403bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In her first full year of operations as a trawler, in 1956, she made £33,000. This made her the top earnings trawler in Lowestoft for that year.

She became the standby vessel Bermuda in 1972. On 29th June 1980, she left Lowestoft for delivery to the breakers at Rainham, Kent.

IMO: 5042431.



BERMUDA

Built by Cochrane & Sons Ltd, Selby (yard no: 1478), for Ross Trawlers Ltd of Grimsby, as Ross Mallard GY699. She was launched on 6/4/1962 and completed in August 1962. Her length was 110ft 3in; her beam was 24ft 10in. Her gross tonnage was 266 tons. She was powered by a 785bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

She was owned by 4 different Grimsby owners until 1971. She then went to British United Trawlers at Granton in August 1971.

In 1977, she was transferred to the Strathcoe fishing Co of Aberdeen. In 1978, she was owned by British United Trawlers (Scotland) Ltd, Aberdeen.

In 1980, she was converted into a standby vessel. In 1980, she was sold to Colne shipping Ltd, Lowestoft, and then became the standby vessel Bermuda. She went for scrapping at Hull, on 27th April 1991. However, she was resold to Captain D Potter of Hull, in August 1991, and converted into a salvage vessel.

She worked for a further 2 years as a salvage vessel, until she finally went for scrap at Bloors Wharf, Rainham, Kent, in October 1993.

IMO: 5300584.



BLACKBURN ROVERS

Built by the Goole Shipbuilding & Repairing Co Ltd (yard no: 535) for the Wendover Fishing Co Ltd & Consolidated Fisheries Ltd of Grimsby, as Blackburn Rovers GY706.

She was launched on 17/6/1962 and completed in December 1962.

She was 139ft 9in long, with a 28ft 5in Beam. She was 439 gross tons. She was powered by a 1,120bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1978, she was sold to the Huxley Fishing Co. Ltd of Lowestoft. She then became Blackburn Rovers LT306. In 1981, she was converted to the standby vessel Blackburn Rovers

In 1987, she was sold to Y & P Fishing & Shipping Ltd of Limassol, Cyprus. She was then converted into a stern trawler and resumed fishing as trawler Giant Fish.

She was scrapped, probably in 1998, as she was deleted from Lloyd's Register in 1999

IMO: 5401742.



BOSTON ARGOSY

Built by Richards Ironworks Ltd at Lowestoft (yard no: 454), for Boston Deep Sea Fisheries Ltd of Lowestoft, as Boston Argosy LT364.

She was launched on 16/1/1960 and completed in May 1960.

Her length was 106ft 8in; her beam was 23ft 4 in. Her gross tonnage was 195 tons. She was powered by a 515bhp National 4 stroke 6 cylinder diesel.

In 1975 she was converted into the standby boat Boston Argosy. She remained as a standby boat, until 1986.

After service as a standby boat, she was sold to Spanish owners, who reconverted her to a fishing vessel in the Spanish style. She once again became Boston Argosy LT364.

She was eventually scrapped.

IMO: 5049130.



BOSTON COMET

Built by James & Stone Ltd at Brightlingsea (yard no: 399), for Boston Deep Sea Fisheries Ltd of Lowestoft, as Boston Comet LT183.

She was launched in 1960 and completed in November 1960.

Her length was 93ft 6in; her beam was 22ft 4 in. Her gross tonnage was 195 tons. She was powered by a 316bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1974, she was converted into the standby vessel Boston Comet. In 1987, she was sold to Spanish owners and then resumed fishing as the Boston Comet LT183.

In 1994, she was renamed My Friend LT183. She was decommissioned in 2003, and subsequently scrapped.

IMO: 5049180.



BOSTON CORSAIR

Built by Richards Ironworks Ltd at Lowestoft (yard no: 447), for Boston Deep Sea Fisheries Ltd of Lowestoft, as Boston Corsair LT148.

She was launched on 25/2/1959 and completed in May 1959.

Her length was 92ft 2in; her beam was 22ft 4 in. Her gross tonnage was 134 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1962, she was first used as an oil rig standby vessel. By 1975, she was no longer registered as a fishing vessel.

In November 1986, she left Lowestoft and headed to Spain. In 1987, she resumed fishing for Spanish owners as Boston Corsair LT148. She sank at La Corunna, Spain in 1994.

IMO: 5049207.



BOSTON HORNET

Built in 1960, by James & Stone Ltd of Brightlingsea, for Boston Deep Sea Fisheries Ltd of Lowestoft, as Boston Hornet LT173.

Her length was 91ft 6in; her beam was 22ft 11 in. Her gross tonnage was 131 tons. In 1975, she was converted into the standby vessel Boston Hornet.

In 1987, she was sold to Spanish owners and then resumed fishing as Boston Hornet LT173.

In 1992, she was converted into a yacht. She was possibly scrapped in 2013. However, she was still listed as active in 2020.

IMO: 5049245.



BOSTON KESTREL, shown as Boston Kestrel FD256

Built by C. D. Holmes and Co. Ltd., Beverley (yard no: 997), for Boston Deep Sea Fisheries Ltd of Fleetwood, as Boston Kestrel FD256.

She was launched on 11/11/1965 and completed in February 1966.

Her length was 142ft; her beam was 29ft 4 in. Her gross tonnage was 431 tons. She was powered by a 1,145bhp Werkspoor 4 stroke 6 cylinder diesel.

In 1975, she became the standby boat Boston Kestrel. In 1978, she was fully converted for this role.

She was renamed Colne Kestrel in 1983. She was scrapped in March 1992, at Bloor's Wharf, Rainham.

IMO: 6600955.



BOSTON MOSQUITO, shown as Boston Mosquito LT373

Built by Richards Ironworks Ltd at Lowestoft (yard no: 324), for the Admiralty, as MFV1504. She was launched on 15/11/1943 and completed in March 1944.

Her length was 96ft; her beam was 22ft 3 in. Her gross tonnage was 118 tons. She was powered by a 240bhp Crossley 4 cylinder diesel.

In 1948, she was sold to G W B. Leslie of Lerwick. She was then converted into a trawler and became Betty Leslie LK497.

In 1960, she was sold to Boston Deep Sea Fisheries Ltd of Lowestoft. She was renamed Boston Mosquito LT373, in 1961. Her engine was replaced by a 375bhp Ruston diesel.

In 1967, she was owned by Putford Enterprises Ltd & the Looker Fishing Co Ltd. In the same year, she became the standby vessel Boston Mosquito.

In 1972, she was sold to a Mrs L A Rodger of Lowestoft, who renamed her April Diamond.

In 1973, the vessel was arrested by the Dutch authorities at Scheveningen. After her arrest, she doesn't appear to have been used again. She was sold for scrap in 1976.



BOSTON PHANTOM

Built by C. D. Holmes and Co. Ltd., Beverley (yard no: 996), for Boston Deep Sea Fisheries Ltd of Fleetwood, as Boston Phantom FD252.

She was launched on 30/4/1965 and completed in October 1965.

Her length was 142ft; her beam was 29ft 4 in. Her gross tonnage was 431 tons. She was powered by a 1,145bhp Werkspoor 4 stroke 6 cylinder diesel.

In 1978, she was converted into the standby boat Boston Phantom. In 1985, she was bought by Claridge Trawlers Ltd of Lowestoft. She was then renamed Colne Phantom.

In 1995, she was renamed Phantom, and resumed fishing, mainly off the coast of South Africa. She was scrapped in 2009.

IMO: 6517093.



BOSTON PROVOST, shown as built as Boston Provost LT247.

Built by Richard Ironworks of Lowestoft (yard no: 453), for Boston Deep Sea Fisheries Ltd, Lowestoft, as Boston Provost LT247.

She was launched on 18/11/1959 and completed in March 1960.

Her length was 106ft 8in; her beam was 23ft 4 in. Her gross tonnage was 200 tons. She was powered by a 515bhp National 4 stroke 6 cylinder diesel.

In the 1970s, she was converted into the standby boat Boston Provost. She was scrapped in 1982.

IMO: 5049324.



BOSTON WHIRLWIND

Built by Richards Ironworks Ltd at Lowestoft (yard no: 446), for Boston Deep Sea Fisheries Ltd of Lowestoft, as Boston Whirlwind LT454.

She was launched on 10/1/1962 and completed in April 1962.

Her length was 93ft 5in; her beam was 22ft 4 in. Her gross tonnage was 165 tons. She was powered by a 475bhp National 4 stroke 5 cylinder diesel.

In 1979, she became the standby vessel Boston Whirlwind. She resumed fishing as Boston Whirlwind LT454 in 1986.

In 1996, she was renamed Sea Venturer TN32. She was scrapped in 2007.

IMO: 5049453.



BREYDON EIDER

Built in Aberdeen by Hall Russell Ltd (yard no: 893), for Aberdeen Motor Trawlers Ltd, as Admiral Hawke A520.

She was launched on 21/12/1960 and completed in March 1961.

She had a length of 114ft 5 in and a beam of 24ft 11 in. Her gross tonnage was 225 tons. She was powered by a 670bhp National 4 stroke 5 cylinder diesel.

She was sold in 1965, to the Mannofield Fishing Co Ltd of Aberdeen. In 1967, the vessel was again owned by Aberdeen Motor Trawlers.

Later she was owned by Bruce's Stores (Aberdeen) Ltd. In 1977, she was sold to the Hewett Fishing Co Ltd, London. She remained with this firm until 1983.

Later in 1983, she was transferred to Lowestoft and renamed Diane Elizabeth LT43.

In 1984, she was sold to Breydon Marine Ltd, Lowestoft. She was then renamed Breydon Eider and converted into an oil rig safety vessel.

She continued in this role, until she was scrapped in 1992.

IMO: 5002950.



BREYDON MALLARD

Built by Richards Ironworks Ltd at Lowestoft (yard no: 465), for Boston Deep Sea Fisheries Ltd of Lowestoft, as Boston Beaver LT445.

She was launched on 26/9/1961 and completed in January 1962.

Her length was 93ft 5in; her beam was 22ft 4 in. Her gross tonnage was 165 tons. She was powered by a 475bhp National 4 stroke 5 cylinder diesel.

In 1978, she was sold to Breydon Marine Ltd of Lowestoft. She was then converted into a standby vessel and then renamed Breydon Mallard.

She resumed fishing as Breydon Mallard LT131, in 1987. Although listed as active in 2020, she was most likely scrapped sometime previously as there are no details of her existence

IMO: 5049154.



BREYDON WIDGEON

Built by Richards Ironworks Ltd at Lowestoft (yard no: 464), for Boston Deep Sea Fisheries Ltd of Lowestoft, as Boston Widgeon LT427.

She was launched on 15/7/1961 and completed in November 1961.

Her length was 93ft 5in; her beam was 22ft 4 in. Her gross tonnage was 165 tons. She was powered by a 475bhp National 4 stroke 5 cylinder diesel.

She became Boston Widgeon LH80 in 1973. In 1974, she was renamed Breydon Widgeon LH80.

In 1976, she became the standby boat Breydon Widgeon. She resumed fishing as Breydon Widgeon LH141 in 1987.

She was sold to Greek owners in 1994, then converted into a yacht and renamed Navi.

She sank off the Dutch coast in the late 90s.

IMO: 5049465.



BRITISH GUIANA

Built by Cochrane & Sons of Selby (yard no: 1160), for Grimsby Motor Trawlers Ltd of Grimsby, as British Guiana GY331. She was completed in October 1936.

Her length was 102ft and her beam was 21ft. Her gross tonnage was 146 tons. She was powered by a 360bhp Ruston & Hornsby 6 cylinder 4 stroke diesel.

In 1939, she was requisitioned by the Royal Navy for anti-submarine duties. She was then known as British Guiana FY271.

In March 1943, she was bought by the Star drift Fishing Co Ltd. However, she was still being used by the Royal Navy.

In 1946, she was returned to her owner. She was then renamed Sunlit Waters LT93. In the same year she was sold to Torbay Trawlers Ltd.

In April 1947, she was sold to Milford Steam Trawlers Ltd of Milford Haven. She then became Milford Knight M176.

In May 1949, she was bought by Claridge Trawlers Ltd of Lowestoft. She then became British Guiana LT52. She continued fishing from Lowestoft until 1966.

From 1966 onwards, she was used as a stand by vessel. She was scrapped in November 1968 at Oulton Broad, Norfolk by T. G. Darling & Co. Ltd.

OFFICIAL NO: 164419.



BRITISH HONDURAS

Built by Cochrane & Sons of Selby (yard no: 1190), for Grimsby Motor Trawlers Ltd of Grimsby, as British Honduras GY513.

She was launched on 24/8/1937 and completed in December 1937.

Her length was 101ft 2in and her beam was 21ft 1in. Her gross tonnage was 147 tons. She was powered by a 390bhp Ruston & Hornsby 6 cylinder 4 stroke diesel.

In 1939, she was requisitioned by the Royal Navy for anti-submarine duties. She was then known as British Honduras FY272.

In March 1943, she was bought by the Star drift Fishing Co Ltd. However, she was still being used by the Royal Navy.

In January 1946, she was returned to her owner. She was then became British Honduras LT87. Later that same year she became Peaceful Star LT87.

In April 1947, she was sold to Milford Steam Trawlers Ltd of Milford Haven. She then became Milford Baron M204.

In December 1949, she was bought by Claridge Trawlers Ltd of Lowestoft. She then became British Honduras LT134. She continued fishing from Lowestoft until 1966.

From 1966 onwards, she was used as a stand by vessel. She was scrapped in July 1968 at Queensborough.

OFFICIAL NO: 164434.



CAICOS

Built by Cochrane & Sons Ltd, Selby (yard no: 1408), for Derwent Trawlers Ltd of Grimsby, as the steam powered Kelly GY6. She was launched on 19/9/1955 and completed in March 1956. She was 139ft 7in long, with a 28ft 5in beam. She was gross 448 tons. In 1962, she became Ross Kelly GY6. In 1966, she was converted to diesel power, with the installation of a 1,440bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. She was also lengthened by 23ft. In 1968, she became Ross Kelly GY125. In 1969, she was owned by British United Trawlers group. In 1978, she was transferred to British United Trawlers Ltd in Aberdeen. In 1981, she became the standby boat Ross Kelly. In 1982, she was sold to Colne shipping, and was then was renamed Caicos. She was also allocated the Lowestoft fishing registration LT125. However, there was no record of her ever fishing with this registration. She was fully converted to a standby vessel in 1983. She was scrapped by Liguria Maritime Ltd at Milton Creek, Sittingbourne, Kent, in 1987.

IMO: 5300493.



CAM CHEETAH

Built by Cochrane & Sons Ltd, Selby (yard no: 1443), for Yorkshire Trawlers Ltd of Grimsby, as Ross Cheetah GY614. She was launched on 22/6/1959 and completed in November 1959. She was 130ft 6in long, with a 26ft 11in. Her gross tonnage was 354 tons. She was powered by a 705bhp Ruston & Hornsby 4 stroke 7 cylinder diesel. In 1967, she was owned by Ross Trawlers of Grimsby. In 1969, she was owned by British United Trawlers group. In March 1985, she was sold to Cam Shipping. She was then converted into a standby vessel and renamed Cam Cheetah. In 1993, she resumed fishing as Cam Cheetah. In 2000, she was renamed Rio Congo. She was scrapped in Santander, Spain in May 2010.

IMO: 5300326.



CAM CIVET

Built by Cochrane & Sons Ltd, Selby (yard no: 1451), for Ross Trawlers Ltd of Grimsby, as Ross Civet GY652. She was launched on 12/5/1960 and completed in November 1960. She was 130ft 6in long, with a 26ft 11in. Her gross tonnage was 352 tons. She was powered by a 1,025bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. In 1969, she was owned by British United Trawlers group. In February 1985, she was sold to Cam Shipping, who then converted her into a standby vessel and renamed her Cam Civet. In 1993, she was sold to an Ipswich based ship broker. However, she did not appear to do anything for 6 years. In 1999, she was sold to a Portuguese based fishing company. She is still listed as active in 2020, with the name Cam Civet. However, there are no further details of her existence; as such she was likely scrapped sometime previously.

IMO: 5300338.



CAM COUGAR

Built by Cochrane & Sons Ltd, Selby (yard no: 1428), for Derwent Trawlers Ltd of Grimsby, as Ross Cougar GY531.

She was launched on 9/12/1957 and completed in June 1958.

She was 130ft 6in long, with a 26ft 11in. Her gross tonnage was 355 tons. She was powered by an 840bhp Ruston & Hornsby 4 stroke 7 cylinder diesel.

In 1969, she was owned by British United Trawlers. In February 1985, she was sold to Cam Shipping, who then converted her into a standby vessel and renamed her Cam Cougar. In 1989, her original engine was replaced by a 605bhp Ruston & Hornsby 6 cylinder diesel. In 1992, she was renamed Omar. In 1993, she was sold to Fayza Shipping Co Ltd, a Cyprus based shipping company. In 2020, she was still listed as active. However, there are no further details of her existence; as such she was likely scrapped sometime previously.

IMO: 5300352



CAM GENET

Built by Cochrane & Sons Ltd, Selby (yard no: 1450), for Ross Trawlers Ltd of Grimsby, as Ross Genet GY650. She was launched on 30/5/1960 and completed in October 1960.

She was 130ft 6in long, with a 26ft 11in. Her gross tonnage was 352 tons. She was powered by a 1,025bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1969, she was owned by British United Trawlers group. In February 1985, she was sold to Cam Shipping, who then converted her into a standby vessel and renamed her Cam Genet. In October 1993, she was sold to the Takaoka Shipping Corp of Panama. In 1994, she was converted back into a fishing vessel. After conversion, she retained the name Cam Genet.

In 1999, she was registered in Sao Tome. In 2001, she was renamed Centauro. In 2005, she became Centauro 1. In 2008, she was reported as being lost.

IMO: 5300405



CAM JACKAL

Built by Cochrane & Sons Ltd, Selby (yard no: 1436), for Ross Trawlers Ltd of Grimsby, as Ross Jackal GY637. She was launched on 9/12/1957 and completed in June 1958.

She was 130ft 6in long, with a 26ft 11in. Her gross tonnage was 355 tons. She was powered by a 780bhp Ruston & Hornsby 4 stroke 7 cylinder diesel.

In 1969, she was owned by British United Trawlers group. In August 1985, she was sold to Cam Shipping, who then converted her into a standby vessel and renamed her Cam Jackal.

In December 1987, she was sold to P M Viera of Lisbon, Portugal, presumably to resume fishing. In September 1992, she was converted into a shark fishing vessel.

After conversion, she still retained the name Cam Jackal. In November 1993, she was sold for scrapping at La Coruna, Spain.

IMO: 5300455



CAM JAGUAR

Built by Cochrane & Sons Ltd, Selby (yard no: 1423), for Derwent Trawlers Ltd of Grimsby, as Ross Jaguar GY694. She was launched on 31/5/1957 and completed in December 1957.

She was 130ft 8in long, with a 26ft 11in. Her gross tonnage was 355 tons. She was powered by an 840bhp Ruston & Hornsby 4 stroke 7 cylinder diesel.

In 1969, she was owned by British United Trawlers group. In August 1985, she was sold to Cam Shipping, who then converted her into a standby vessel and renamed her Cam Jaguar.

In 1992, she was sold to Ron & Helen Devereux of Australia. She was then converted into a 3 masted schooner and renamed Jaguar. She was sold again in 2014.

Unfortunately for her new owners, she was wrecked after running aground on an Island off the West coast of Malaysia, August 2016.

IMO: 5300467.



CAM LEOPARD.

Built by Cochrane & Sons Ltd, Selby (yard no: 1423), for Derwent Trawlers Ltd of Grimsby, as Ross Leopard GY491. She was launched on 1/5/1957 and completed in October 1957.

She was 130ft 8in long, with a 26ft 11in. Her gross tonnage was 352 tons. She was powered by an 840bhp Ruston & Hornsby 4 stroke 7 cylinder diesel.

In 1969, she was owned by British United Trawlers group. In January 1985, she was sold to Cam Shipping, who converted her into the standby vessel Cam Leopard.

In 1992, she was sold to for conversion into a floating nightclub. After conversion, she was berthed at the Albert Embankment, London. In 2002, she was laid up.

In 2006, she was converted into a floating restaurant, and renamed Leopard, she was then berthed at Ostend, Belgium. However, she only lasted in this role for 2 years.

After 2 years being laid up in Ostend, she was scrapped in Ghent, Belgium, in October 2010.

IMO: 5300558.



CAM LYNX

Built by Cochrane & Sons Ltd, Selby (yard no: 1444), for Ross Trawlers Ltd of Grimsby, as Ross Lynx GY626. She was launched on 22/7/1959 and completed in February 1960.

She was 130ft 6in long, with a 26ft 11in. Her gross tonnage was 352 tons. She was powered by an 840bhp Ruston & Hornsby 4 stroke 7 cylinder diesel.

In 1969, she was owned by British United Trawlers group. In February 1985, she was sold to Cam Shipping, who then converted her into a standby vessel and renamed her Cam Lynx.

In November 1993, she was sold to an Ipswich based ship broker. In July 1994, she was sold to the Takaoka Shipping Corp of Panama. She was then converted back to a fishing vessel.

She retained the name Cam Lynx, throughout the rest of her service. She was deleted from the shipping register in 2014, as she was no longer believed to be in existence.

IMO: 5300572.



CAM PANTHER

Built by Cochrane & Sons Ltd, Selby (yard no: 1427), for Derwent Trawlers Ltd of Grimsby, as Ross Panther GY519. She was launched on 25/10/1957 and completed in April 1958.

She was 130ft 8in long, with a 26ft 11in. Her gross tonnage was 355 tons. She was powered by an 840bhp Ruston & Hornsby 4 stroke 7 cylinder diesel.

In 1969, she was owned by British United Trawlers group. In May 1985, she was sold to Cam Shipping, who converted her into the standby vessel Cam Panther.

By August 1987, she was surplus to requirements and was then laid up, until she was scrapped in December 1992.

IMO: 5300601.



CAM TIGER

Built by Cochrane & Sons Ltd, Selby (yard no: 1416), for Derwent Trawlers Ltd of Grimsby, as Ross Tiger GY398. She was launched on 22/9/1956 and completed in February 1957.

She was 130ft 8in long, with a 26ft 11in. Her gross tonnage was 355 tons. She was powered by an 840bhp Ruston & Hornsby 4 stroke 7 cylinder diesel.

In 1969, she was owned by British United Trawlers group. In May 1985, she was sold to Cam Shipping, who converted her into the standby vessel Cam Tiger.

In 1992, she was sold to the Great Grimsby Borough Council. She was then converted back to her original, as built, condition as a side trawler.

At the end of her conversion, she became the museum ship Ross Tiger GY398. In 2020, she was berthed at the National Fisheries museum in Grimsby

IMO: 5300699.



CAM VANGUARD

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 903), for the St Andrews Steam Fishing Co Ltd of Fleetwood, as St Bartholomew FD27.

She was launched on 12/3/1955 and completed in June 1955.

Her length was 137ft 6in; her beam was 28ft 4in. Her gross tonnage was 421 tons. She was powered by a 925bhp British Polar 2 stroke 6 cylinder diesel.

In 1965, she was sold to Norwegian owners and renamed Bjogna. In 1980, she was converted into a standby boat, and renamed Nautika.

In 1990, she was sold to Cam Shipping Ltd; she then became the standby boat Cam Vanguard. In 1994, she was renamed Jon Paul. In 1998, she was renamed Maju-Lisa.

She was deleted from the shipping register in January 2012. However, she was still seen in a derelict condition in 2014. She was likely scrapped in 2014.

Her last picture taken in 2014 shows her appearance remained unchanged, from when she was first used as a standby boat.

IMO: 5305534.



CAM VICEROY

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 936), for the City Steam Fishing Co Ltd of Hull, as Benella H312.

She was launched on 16/10/1958 and completed in February 1959.

Her length was 185ft; her beam was 33ft 6 in. Her gross tonnage was 789 tons. She was powered by a 1,700bhp Werkspoor 4 stroke 10 cylinder diesel.

In March 1965, she was sold to J Marr & Son Ltd, Hull. In October 1977, she was converted to a standby vessel, and still retained her name Benella. She was then transferred to Fleetwood in February 1978. In 1991, she was sold to the Cam Shipping Co Ltd in Aberdeen. She was then renamed Cam Viceroy.

She was scrapped in November 1993 at Rainham, Kent

IMO: 5040873.



CAM ZEBRA

Built by Cochrane & Sons Ltd, Selby (yard no: 1457), for Ross Trawlers Ltd of Grimsby, as Ross Zebra GY653. She was launched on 11/6/1960 and completed in November 1960.

She was 130ft 6in long, with a 26ft 11in. Her gross tonnage was 352 tons. She was powered by a 1,025bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1969, she was owned by British United Trawlers group. In February 1985, she was sold to Cam Shipping, who then converted her into a standby vessel and renamed her Cam Zebra.

In November 1993, she was sold to an Ipswich based ship broker. In 2000, she resumed fishing as the Togo registered Milagre.

In February 2004, she was sold to the Ivoni Fishing Co Ltd of Takoradi, Ghana. She was then renamed Ivoni II.

In 2020, she was registered and based in Nigeria, and still listed as an active trawler.

IMO: 5300716.



CARBISDALE

Built by Henry Scarr Ltd of Hessle (yard no: 747), for the Friarage Steam Fishing Co Ltd of West Hartlepool, as John O Heugh HL48.

She was launched on 15/2/1957 and completed in June 1957.

Her length was 102ft; her beam was 23ft. Her gross tonnage was 182 tons. She was powered by a 400bhp Crossley 2 stroke 6 cylinder diesel.

In May 1963, she was sold to Boston Deep Sea Fisheries Ltd of Lowestoft, who renamed her Boston Trident LT474.

In April 1972, she was bought by Safety ships Ltd of Aberdeen. She was then converted into the standby boat Carbisdale.

She was scrapped at Blyth by H Kitson Vickers & Sons Ltd in January 1979.

IMO: 5426481.



CARLISLE

Built by Goole Shipbuilding & Repairing Co Ltd (yard no: 528) for the Rhondda Fishing Co Ltd (Consolidated Fisheries Ltd) of Grimsby, as Carlisle GY681.

She was launched on 29/8/1961 and completed in November 1961.

She was 139ft 9in long, with a 28ft 5in Beam. She was 441 gross tons. She was powered by a 1,120bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1980, she was sold to the Colne Fishing Co Ltd of Lowestoft. By 1981, she had been converted into the standby boat Carlisle.

On 10th July 1987, she arrived at Milton Creek for breaking by Liguria Maritime Ltd.

IMO: 5063966.



CELITA

Built by Richards Ironworks Ltd at Lowestoft (yard no: 434), for Bloomfield's Ltd of Great Yarmouth as Ocean Trust YH377. She was launched and completed in 1956.

Her length was 91ft 4in; her beam was 20ft 9in. Her gross tonnage was 125 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In January 1963, she was sold to Small & Co Ltd of Lowestoft. She then became Ocean Trust LT469.

In October 1969, she was sold to J & J Muir of Anstruther. She then became Ocean Trust KY379.

In May 1973, she was sold to Safetyships Ltd of Aberdeen. Who then converted her into the standby boat Tippermuir.

In July 1980, she was bought by the Colne Shipping Co. Ltd of Lowestoft, she became Celita. In 1987, she resumed fishing, after being renamed Pescafish V LT379.

Subsequently she was renamed Belton LT379 in 1990. Belton FH637 in 1991. Finally, she was renamed Cantara UL637 in 1996. She was scrapped in 2004.

IMO: 5260629.



CEVIC, shown as Cevic FD241

Built by Brooke Marine of Lowestoft (yard no: 266) for the Cevic Steam Fishing Co, as Cevic FD241. She was launched 1/8/1958 and completed in October 1958.

She had a length of 116ft 3in and a beam of 25ft 4in. Her gross tonnage was 249 tons. She was powered by a 760bhp Mirrlees 4 stroke 6 cylinder diesel.

In 1970, she was transferred to Aberdeen. Ostensibly, she went to Aberdeen to be used as a standby vessel.

However, before she was fully converted for this role, she undertook a number of trips as a side trawler, working out of Aberdeen.

In 1978, she was sold to George Craig & Sons Ltd. She was renamed Grampian Ranger and continued to be used as an oil rig standby vessel.

In 1986, she was sold to Spanish owners, reconverted back into a fishing vessel, and renamed Vikingo. On 14th February 1991, she sank in the Bay of Biscay.

IMO: 5067651.



CHUDLEIGH

Built by Livingstone & Co Ltd of Peterhead (yard no: 9), for William Carnie Ltd of Granton, as Granton Harrier GN77. She was launched on 9/12/1961 and completed in May 1962.

Her length was 109ft and her beam was 24ft 4in. Her gross tonnage was 217 tons. She was powered by a 785bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1976, she was sold to Putford Enterprises of Lowestoft. She continued to fish from Lowestoft, as Chudleigh LT231, until 1986.

In 1986, her fishing registration was cancelled. She was then fully converted into the standby boat Chudleigh.

She was sold to Dutch owners, for use a dive charter vessel, in 1993. In 2008, she was converted to a house boat.

She was listed as active in 2020, and still using the name Chudleigh. However, her existence is in doubt, due to there being no further records of her existence.

IMO: 5135070.



CLOVA

Built by John Lewis & Sons of Aberdeen (yard no 293), for the Clova Fishing Co Ltd, as Clova A417. She was launched 2/2/1960 and completed in April 1960. Her length was 121ft, and her beam was 25ft 10in. Her gross tonnage was 281 tons. She was powered by a 700bhp Polar 2 stroke 4 cylinder diesel.

She continued fishing with the Clova Fishing Company, until 1975. After which, she was converted into the standby vessel Clova. In 1982 she was sold to Colne Shipping Ltd of Lowestoft. She was then renamed Saltrou. In 1987, she was sold to Putford and renamed Dawn Saviour. In 1993, she was sold to Marine Industries & Investment Ltd of Israel. She was then renamed Sea Guard, and continued to be used as a standby boat. As of 2020, she was listed on Marine Traffic. However, as there are no further details of her existence, she was likely scrapped sometime previously.

IMO: 5076195.



COASTAL EMPEROR

Built by T Mitchison Ltd of Gateshead (yard no: 506), for Johnstone Motor Trawlers Ltd, as Coastal Emperor A456. She was launched on 16/3/1960 and completed in July 1960. She had a length of 115ft 4in and a beam of 25ft 4in. Her gross tonnage was 250 tons. She was powered by a 760bhp Mirrlees 4 stroke 6 cylinder diesel.

In 1978, she was converted into the oil rig standby vessel Coastal Emperor.

Unfortunately, her career as a standby boat was cut short, as the result of running aground on Balmedie Beach, near Aberdeen, on the 6th December 1978.

After, a number of failed attempts at refloating the vessel, she was eventually scrapped on the beach, in 1980.

IMO: 5076652.



COLNE HUNTER

Built in Aberdeen by Hall Russell Ltd (yard no: 905), for the Premier Steam Fishing Co Ltd of Fleetwood, as Prince Philip FD400.

She was launched on 23/5/1963 and completed in June 1963.

She had a length of 139ft 7 in and a beam of 29ft 4in. Her gross tonnage was 442 tons. She was powered by a 1,145bhp Werkspor 4 stroke 6 cylinder diesel. She became Prince Philip GY138, in 1968. In 1979, she was sold to the Onward Fishing Co of Grimsby; she was then converted into the standby boat Prince Philip.

In 1984, she was bought by Colne Shipping of Lowestoft. In May 1986, she became the standby vessel Colne Hunter

In July 1991, she was scrapped by Masterman Iron & Steel at Rainham, Kent.

IMO: 5422162.



COLNE KESTREL

Built by C D Holmes and Co. Ltd., Beverley (yard no: 997), for Boston Deep Sea Fisheries Ltd of Fleetwood, as Boston Kestrel FD256.

She was launched on 11/11/1965 and completed in February 1966.

Her length was 142ft; her beam was 29ft 4 in. Her gross tonnage was 431 tons. She was powered by a 1,145bhp Werkspoor 4 stroke 6 cylinder diesel.

In 1975, she became the standby boat Boston Kestrel. In 1978, she was fully converted for this role.

She became Colne Kestrel in 1983. She was scrapped in March 1992, at Bloor's Wharf, Rainham.

IMO: 6600955.



COLNE PHANTOM

Built by C. D. Holmes and Co. Ltd., Beverley (yard no: 996), for Boston Deep Sea Fisheries Ltd of Fleetwood, as Boston Phantom FD252.

She was launched on 30/4/1965 and completed in October 1965.

Her length was 142ft; her beam was 29ft 4 in. Her gross tonnage was 431 tons. She was powered by a 1,145bhp Werkspoor 4 stroke 6 cylinder diesel.

In 1978, she was converted into the standby boat Boston Phantom. In 1985, she was bought by Claridge Trawlers Ltd of Lowestoft. She was then became Colne Phantom.

In 1995, she was renamed Phantom, and resumed fishing, mainly off the coast of South Africa. She was scrapped in 2009.

IMO: 6517093.



CORENA.

Built by Cochrane & Sons at Selby (yard no: 1439), for J. Marr & Son Ltd, Fleetwood, as Corena FD173. She was launched 27/1/1959 and completed in June 1959.

Her length was 132ft 9in, and her beam was 27ft 4in. She was 353 gross tons. She was powered by an 875bhp Mirrless 4 stroke 7 cylinder diesel.

On 30th January 1973, Corena was no longer registered as a fishing vessel. Thereafter, she was solely used as an oil rig standby vessel. By 1976, she was fully converted for this role.

In 1978, she was sold to Colne Shipping in Lowestoft. There she was renamed Trinidad and continued to be used as an oil rig standby vessel.

In January 1987, she arrived at Milton Creek, Sittingbourne, Kent and was then scrapped by Liguria Maritime Ltd.

IMO: 5079733.



CRYSTAL PALACE

Built by Goole Shipbuilding & Repairing Co Ltd (yard no: 529) for the Rhondda Fishing Co Ltd of Grimsby (Consolidated Fisheries), as Crystal Palace GY683. She was launched on 25/10/1961 and completed in January 1962.

She was 139ft 7in long, with a 28ft 5in Beam. She was 441 gross tons. She was powered by a 1,120bhp Mirrlees 4 stroke 8 cylinder diesel. In 1980, she was sold to the Colne Fishing Co Ltd of Lowestoft. She then became Crystal Palace LT393. In 1981, she became the standby vessel Crystal Palace. On 5th January 1992, she arrived at Rainham, Kent for breaking by Masterman Iron & Steel.

IMO: 5082716.



CUTTLEFISH

Built by Richard Dunston Ltd at Thorne (yard no: 993), for Claridge Trawlers Ltd of Lowestoft, as Cuttlefish LT65. She was launched on 27/9/1958 and completed in April 1959.

Her length was 94ft 5in; her beam was 21ft 6in. Her gross tonnage was 153 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1976, she became the standby boat Cuttlefish. She was wrecked, after running aground on a sandbank 10 miles off the coast of Norfolk, on 30th November 1981.

IMO: 5083162.



DAUNTLESS STAR

Built by Cochrane & Sons at Selby (yard no: 1332), for Frederick E. Catchpole of Lowestoft, as Sunlit Waters LT377. She was launched on 2/10/1948 and completed in February 1948.

Her length was 96ft 8in, and her beam was 21ft 1in. She was 133 gross tons. She was powered by a 475bhp Crossley 2 stroke 6 cylinder diesel.

In 1951, she was sold to Boston Deep Sea Fisheries, she then became Boston Swift LT377. In 1954, she went to Halifax, Canada as Boston Swift H2.

After returning to the UK in 1957, she went to Aberdeen owners as Swiftburn A143.

In 1958, she returned to Lowestoft as Dauntless Star LT367. In 1971, she ceased fishing and was then used as the standby boat Dauntless Star for the next 5 years.

After this the vessel was sold for use as a water carrier in the Middle East. She remained in the Middle East for the rest of her working life.

In 1989, she was deleted from the British shipping register and then deleted from Lloyd's register in 1992, as her continued existence was in doubt.

IMO: 5086762.



DAWN CLOUD, shown as Ardenlea KY194

Built by Livingstone & Co Ltd of Peterhead (yard no: 10), for Buchan Motor Trawlers Ltd, as Jarlshof GN75. She was launched on 23/5/1963 and completed in December 1963. Her length was 106ft 5in and her beam was 23ft 9in. Her gross tonnage was 210 tons. She was powered by a 660bhp Lister Blackstone 4 stroke 8 cylinder diesel.

She was sold to Bruce's Stores Ltd, Aberdeen in 1966, and renamed Ardenlea A805.

She was converted to an oil rig safety vessel in 1976, and operated as part of British United Trawlers group.

In 1980, she was sold to 3 Anstruther owners, who converted her to a great line fishing vessel. She then continued in this role as Ardenlea KY 194, until 1984.

She was then sold to Seaward Safety Ships, and converted back to an oil rig safety vessel.

She was taken over by Warbler shipping in 1986, and then she became Dawn Cloud. In 1987, she was renamed Rosalba G, after being sold to Italian owners.

She was most probably scrapped sometime after June 1997, as she was deleted from the shipping register at this time.

IMO: 5405499.



DAWN GEM

Built by A & J Mitchell Ltd, of Peterhead (yard no: 1), for the Glenstruan Fishing Co Ltd of Aberdeen, as Glenstruan A200.

She was launched on 6/3/1958 and completed in July 1958. She was originally built as a great liner, however she was converted into a side trawler in the 1960s.

She had a length of 106ft 2in and a beam of 23ft 4in. Her gross tonnage was 183 tons. She was powered by a 540bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1972, the vessel was sold to Lowestoft owners. In 1976, she was converted to an oil rig standby vessel. In 1981, she was renamed Dawn gem.

In 2002, she was converted into a houseboat, still using the name Dawn Gem. She was still believed to be in this role as of 2020.

IMO: 5132145.



DAWN MONARCH

Built by Harris Shipbuilders of Appledore (yard no: 505), for the Ashley Fishing Co Ltd, as Jacamar A525. She was launched on 3/12/1960 and completed in June 1961.

She had a length of 115ft 4in and a beam of 25ft 4in. Her gross tonnage was 237 tons. She was powered by a 660bhp Lister Blackstone 8 cylinder diesel.

In 1975, she was converted into a standby vessel. She continued in this role with J Marr for the next five years.

In 1980, she was sold to the Warbler Fishing Co Ltd, who renamed her Dawn Monarch in 1981. She continued to operate as a standby boat until 1991.

In January 1992, she was sold to owners in Plymouth. In 2002, she was reported as being converted into a houseboat, near Exeter.

In 2018, she was converted to a motor yacht and called Jacamar. As of 2020, she is still listed as being active and was moored at Salford Quay, Manchester.

IMO: 5167102.



DAWN PEARL

Built by John Lewis & Sons of Aberdeen (yard no: 302), for the Glendee Fishing Co Ltd, as Eredene A554. She was launched on 16/2/1961 and completed in April 1961. Her length was 106ft and her beam was 25ft 5in. Her gross tonnage was 197 tons. She was powered by a 550bhp Widdop 2 stroke 5 cylinder diesel.

This was replaced by a Mirlees Blackstone diesel in 1974. In 1974, she was sold to Bruce Wood Ltd. She then continued fishing until 1981.

She was then sold to N.P.F Ltd of Aberdeen (Boston Putford). Who then converted her into an oil rig standby vessel and renamed her Dawn Pearl.

By 1987, she had been re converted back to a fishing vessel, and was renamed Uxia A554. In 1993, she was renamed Shark AR864. In 1996, She was renamed Seastart A554.

In 1998, she was Brisan WK193. In 2004, she became Brisan WK915. She is still fishing in 2020.

IMO: 5105142



DAWN SAVIOUR

Built by John Lewis & Sons of Aberdeen (yard no 293), for the Clova Fishing Co Ltd, as Clova A417. She was launched 2/2/1960 and completed in April 1960. Her length was 121ft, and her beam was 25ft 10in. Her gross tonnage was 281 tons. She was powered by a 700bhp British Polar 2 stroke 4 cylinder diesel.

She continued fishing with the Clova Fishing Company, until 1975. After which, she was converted into the standby vessel Clova.

In 1982 she was sold to Colne Shipping Ltd of Lowestoft. She was then renamed Saltrou. In 1987, she was sold to Putford and became Dawn Saviour.

In 1993, she was sold to Marine Industries & Investment Ltd of Israel. She was then renamed Sea Guard, and continued to be used as a standby boat.

As of 2020, she was listed on Marine Traffic. However, as there are no further details of her existence, she was likely scrapped sometime previously.

IMO: 5076195



DAWN SPRAY

Built by Richards Ironworks Ltd (yard no: 410), for Bloomfield's Ltd of Great Yarmouth as Ocean Starlight YH61. She was launched on 4/9/1952 and completed in October 1952. Her length was 95ft 6in; her beam was 20ft 6in. Her gross tonnage was 114 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. In 1963, she became Ocean Starlight LT465. In 1967, she was renamed Neptunus KW38. In 1970, she was used as a standby boat in the Dutch sector, there she was called Dolfjin. She then came back to Lowestoft in 1972, and resumed fishing as the Stoic LT465. In 1976, she was converted into a standby boat, with the name Stoic. In 1981, she became the standby boat Dawn Spray. In 1987, she resumed fishing as Dawn Spray LT465. She was scrapped in 1995.

IMO: 5260576.



DAWN WARBLER

Built by Brooke Marine of Lowestoft (yard no: 280) for Talisman Trawlers Ltd, as Carlton Queen LT363. She was launched 9/1/1961 and completed in April 1961.

She had a length of 107ft and a beam of 23ft 4in. Her gross tonnage was 249 tons. She was powered by a 900bhp British Polar 6 cylinder diesel.

In 1975, she was converted into a standby boat, and renamed Warbler. She became the standby boat Dawn Warbler in 1981.

In 1986, she resumed fishing as Autumn Swallow LT363. In 1991, she became Autumn Swallow FD363.

She was subsequently renamed Seahorse M363, in 1993. In 2002, she was renamed Crystal, she continued fishing, until she was scrapped in 2008.

IMO: 5064295.



DESIRADE

Built by Cochrane & Sons Ltd, Selby (yard no: 1467), for Ross Trawlers Ltd of Grimsby, as Ross Kittiwake GY678. She was launched on 1/6/1961 and completed in December 1961. Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by an 857bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In 1978, she was transferred to British United Trawlers in Aberdeen. In 1979, she was converted into a standby vessel, and still called Ross Kittiwake.

In June 1982, she was sold to Colne shipping Ltd in Lowestoft; she then became the standby boat Desirade.

She continued in service as a standby boat, until she went for scrap at Bloors Wharf, Rainham, Kent, on 6th September 1991.

IMO: 5300546.



DICK WHITTINGTON

Built by Richards Ironworks Ltd at Lowestoft (yard no: 423), for Small & Co Ltd of Lowestoft, as Dick Whittington LT61.

She was launched on 26/1/1955 and completed in March 1955.

Her length was 87ft 8in; her beam was 20ft 6in. Her gross tonnage was 115 tons. She was powered by a 300bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

Originally she was built as a drifter, and as such she won the prestigious Prunier trophy in 1961. This trophy was awarded for the largest single catch of herring in that year.

In 1966, she was converted into a side trawler; this conversion included the fitting of a whaleback. In early 1968, she was briefly used as a standby boat.

In June 1968, she was sold to Italian owners and was then renamed Saturno II. There are no further records of her, after this time.

OFFICIAL NO: 186996.



DINAS, shown as built as Dinas FD55

Built by Cochrane & Sons Ltd at Selby (yard no: 1410) for Dinas Steam Trawling Co Ltd of Fleetwood, as Dinas FD55.

She was launched on 16/12/1955 and completed in May 1956.

She had a length of 139ft 8in and a beam of 28ft 4in. Her gross tonnage was 439 tons. She was powered by a 1,012bhp Mirrlees 4 stroke 8 cylinder diesel.

In April 1971, she was sold to J Marr. In June 1973, she was transferred to J Marr (Aberdeen). However, she kept her Fleetwood registration.

In 1974, she was converted into the standby vessel Dinas. She continued in this role, until she was scrapped at Hull in August 1976.

IMO: 6860361.



DOMINICA

Built by Cochrane & Sons Ltd, Selby (yard no: 1465), for Ross Trawlers Ltd of Grimsby, as Ross Cormorant GY665. She was launched on 3/1/1961 and completed in July 1961. Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by an 857bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In 1978, she was transferred to British United Trawlers Ltd in Aberdeen. In 1979, she was converted into the standby vessel Ross Cormorant.

In June 1982, she was sold to Colne shipping Ltd in Lowestoft. She then became the standby boat Dominica. She continued to work as a standby boat, until 1990.

With no further roles for the vessel, she was delivered for scrapping at Bloors Wharf, Rainham, Kent on 12/3/1991.

IMO: 5091896.



DORINDA, shown as built as Dorinda FD22

Built by Cochrane & Sons Ltd at Selby (yard no: 1405) for J. Marr & Son Ltd of Fleetwood, as Dorinda FD22. She was launched on 7/5/1955 and completed in November 1955.

She had a length of 132ft 5in and a beam of 26ft 10in. Her gross tonnage was 334 tons. She was powered by a 700bhp British Polar 2 stroke 5 cylinder diesel.

In 1970, she was sold to Putford Enterprises, who continued to operate her as a side trawler, until 1975. In 1975, she was converted into the standby boat Dorinda. In 1978, she was sold to Panamanian owners, for use as a survey vessel. She was deleted from the shipping register in 1988.

IMO: 5092905.



DREADNOUGHT

Built by Herd & Mackenzie, at Buckie (yard no: 174), for the Grampian Fishing Co Ltd, as Dreadnought A377. She was launched on 5/10/1959 and completed in February 1960.

She had a length of 93ft 8in and a beam of 22ft 4in. Her gross tonnage was 163 tons. She was powered by a 468bhp Ruston & Hornsby 4SA 6 cylinder diesel.

In 1970, she was sold to Putford Enterprises, who continued to operate her as a side trawler, until 1975.

In 1975, Putford Enterprises converted her to the oil rig standby vessel Dreadnought, and cancelled her fishing registration.

She continued with the name Dreadnought, until 1984, after which time her name was changed to Putford Harrier. She was operated as a standby vessel, until her sale in 2000.

As of 2020, she was listed on Marine Traffic. However, as there are no further details of her existence, she was likely scrapped sometime previously.

IMO: 5093715.



DUNNICHEN, shown as Boston Caravelle LT59.

Built by Richards Ironworks Ltd (yard no: 422), for W. H. Kerr (Ship Chandlers) Ltd of Lowestoft, as Diadem LT59. She was launched in 1954 and then completed in December 1954. Her length was 103ft; her beam was 22ft 1in. Her gross tonnage was 166 tons. She was powered by a 440bhp Crossley 2 stroke 6 cylinder diesel. In 1963, she became Boston Carevelle LT59. In 1973, she was sold to Safetyships Ltd and became Dunnichen LT59. In 1975, she was converted into the standby vessel Dunnichen. She was scrapped at Blyth by H. Kitson Vickers & Sons Ltd, in February 1979.

IMO: 5089489.



EASTLEIGH, shown as Boston Harrier LT76

Built by John Lewis & Sons of Aberdeen (yard no 260), for Boston Deep Sea Fisheries, as Boston Harrier. She was launched 21/6/1956 and completed in November 1956. Her length was 110ft, and her beam was 24ft 5in. Her gross tonnage was 239 tons. She was powered by a 660bhp Widdop 2 stroke 6 cylinder diesel. After completion, she was transferred to Boston's Canadian subsidiary company, Acadia Fisheries Ltd of Halifax, Nova Scotia, and was renamed Acadia Snowbird. She returned to the UK in 1968. She was renamed Boston Harrier, and was given the Lowestoft registration LT76. In 1972, she was transferred to Putford Enterprises. She was then converted into a standby boat, and renamed Eastleigh. She was scrapped in August 1976.

IMO: 5001578.



EDWINA

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 940), for J. Marr & Son Ltd, as Edwina FD162. She was launched on 5/6/1958 and completed in September 1958. Her length was 134ft; her beam was 27ft 6in. Her gross tonnage was 392 tons. She was powered by a 1,012bhp Mirlees 4 stroke 6 cylinder diesel. In 1973, she was converted to the standby boat Edwina. In 1983, she was sold to Caribbean owners, for continued use as a standby boat, or for use as a ferry. She retained the name Edwina, until she was scrapped in 2001.

IMO: 5097838.



ETHEL MARY

Built by Richards Ironworks Ltd at Lowestoft (yard no: 436), for Small & Co Ltd of Lowestoft, as Ethel Mary LT337.

She was launched on 02/5/1957 and completed in June 1957.

Her length was 91ft 6in; her beam was 22ft 3in. Her gross tonnage was 134 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. Originally she was built as a drifter. But in 1965, she was converted into a side trawler; this conversion included the fitting of a whaleback. In 1967, she was used as a standby boat.

In 1968, she was sold to A J & A Buchan of Fraserburgh. She then became Golden Promise FR186. As Golden promise she was used for fishing for crayfish in the Atlantic.

In 1979, she was sold to G. Milne, J. Keith & A. McGillivray of Peterhead. She then became Magnificent PD250. She was scrapped in 1998,

OFFICIAL NO: 187017.



EXUMA

Built by Richards Ironworks Ltd of Lowestoft (yard no: 463), for Boston Deep Sea Fisheries Ltd of Lowestoft, as Boston Buccaneer LT157.

She was launched in 31/5/1961 and completed in September 1961

Her length was 93ft 5in; her beam was 22ft 4in. Her gross tonnage was 165 tons. She was powered by a 475bhp National 4 stroke 5 cylinder diesel.

In 1973, she was sold to C V Eastwick Ltd of Lowestoft and was then renamed Brave Buccaneer LT157.

In 1975, she was bought by the Huxley Fishing Co Ltd (Colne) and became Exuma LT157. In 1977, she was converted into the standby boat Exuma.

She was scrapped in January 1982.

IMO: 5049178.



FAIRWAY, shown as Fairway A217.

Built of wood by J & G Forbes of Sandhaven, Fraserburgh (yard no: 158), in 1958, for the Brebner Fishing Co of Aberdeen, as Fairway A217. Her length was 106ft 1in and her beam was 23ft 6in. She was 175 gross tons. She was powered by a 410bhp Widdop 2 stroke 4 cylinder diesel.

In 1974, she was sold to Henry Lamprell of Lowestoft, she then became Fairway LT206. In 1977, she became the standby boat Fairway.

In 1978, she was sold to S White & J Bingley of Brixham, she then became Fairway GU5125. In 1982, she was wrecked in Tor Bay, Devon

IMO: 5111830.



FALKIRK, shown as Idena A793

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 856), for J Marr & Son Ltd, as Idena FD136. She was launched on 28/2/1952 and completed in February 1953. She had a length of 123ft 6in and a beam of 23ft 4in. Her gross tonnage was 296 tons. In 1959, she was lengthened to 135ft. This increased her tonnage to 317 tons. She was powered by a 772bhp Mirrlees 4 stroke 7 cylinder diesel. In 1967, she became Idena A763. In 1971, she was sold to Putford Enterprises Ltd of Lowestoft. There she was used as a trawler and a standby vessel. She was sold for scrapping in 1973. However, she was sold by the breakers to Safetyships Ltd (Christian Salvesen) of Aberdeen. The new owners then used her as a fully converted oil rig standby boat, operating out of Aberdeen. In 1975, she became the standby boat Falkirk. In 1978, she was sold to George Craig & Sons Ltd of Aberdeen, who continued to use her as a standby boat. In 1980, she was renamed Grampian Falcon. In 1986, she was sold to Bon Voyage Enterprises Inc (clipper promotions), for conversion into a sailing vessel called Miami Clipper. However, the project failed before the completion of the conversion. Subsequently, she was scrapped in 1987, at Penzance in Cornwall.

IMO: 5158175.



FELLOWSHIP, shown as the drifter Fellowship LT246

Built by Goole Shipbuilding & Repairing Co Ltd (yard no: 298) for Seven Ltd of Lowestoft, as Neves LT246. She was launched on 21/3/1931 and completed in May 1931. She was 91ft 1in long, with a 20ft 1in Beam. She was 122 gross tons. Originally, she was powered by a 37nhp triple expansion steam engine. In 1955, her steam engine was replaced by a 335bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. She was renamed Fellowship LT246 in the same year. In 1970, she was used as a standby boat, still with name Fellowship. At the time, she was owned by a company associated with Small & Co Ltd of Lowestoft. In 1975, she was sold to Greek and Arab owners. She was believed to have been scrapped sometime before 1987.

IMO: 5113489.



GILLINGHAM

Built by Goole Shipbuilding & Repairing Co Ltd (yard no: 519) for the Wendover Fishing Co Ltd of Grimsby (Consolidated Fisheries), as Gillingham GY622. She was launched on 18/90/1959 and completed in January 1960. She was 139ft 7in long, with a 28ft 5in Beam. She was 427 gross tons. She was powered by a 1,120bhp Mirrlees 4 stroke 8 cylinder diesel. In 1978, she was sold to the Huxley fishing Co Ltd of Lowestoft, she then became Gillingham LT305. The company was part of the Colne group. In 1981, she became the standby boat Gillingham. She was scrapped at Milton Creek by Liguria Maritime Ltd, in July 1987.

IMO: 5130654.



GLENFINNAN

Built by Henry Scarr Ltd of Hesse (yard no: 737), for Brixham Trawlers Ltd of Fleetwood, as Hawfinch FD114.

She was launched on 4/10/1956 and completed in December 1956.

Her length was 127ft 6in; her beam was 27ft in. Her gross tonnage was 314 tons. She was powered by a 750bhp British Polar 2 stroke 5 cylinder diesel.

She was renamed Boston Nimrod LT49, in 1972, after her original owners were bought by Boston Deep Sea Fisheries.

In February 1975, she was sold to Safetyships Ltd, and was then converted into the standby vessel Glenfinnan.

In August 1978, she was sold to George Craig & Sons of Aberdeen. She was renamed Grampian Star in 1979. She was scrapped in 1993.

IMO: 5144655.



GLENGAIRN

Built by Hall Russell of Aberdeen (yard no: 889), for Wood & Bruce Ltd of Aberdeen, as Glengairn A491. She was launched on 12/8/1960 and completed later in same year.

She had a length of 108ft 5in and a beam of 24ft 1in. Her gross tonnage was 228 tons. She was powered by a 630bhp British Polar 2 stroke 4 cylinder diesel.

Ownership passed to British United Trawlers in Aberdeen, in 1976. In 1977, she was converted into the standby boat Glengairn.

She continued as a standby boat for more 2 years, until she was scrapped at Bo'ness in November 1979.

IMO: 5131971.



GLENSTRUAN

Built by A & J Mitchell Ltd, of Peterhead (yard no: 1), for the Glenstruan Fishing Co Ltd of Aberdeen, as Glenstruan A200. She was launched on 6/3/1958 and completed in July 1958. She was originally built as a great liner, however, she was converted into a side trawler in the 1960s. She had a length of 106ft 2in and a beam of 23ft 4in. Her gross tonnage was 183 tons. She was powered by a 540bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. In 1972, the vessel was sold to Lowestoft owners. In 1976, she was converted to an oil rig standby vessel. In 1981, she was renamed Dawn gem. In 2002, she was converted into a houseboat, still using the name Dawn Gem. She was still in this role as of 2020.

IMO: 5132145.



GRAMPIAN ADMIRAL

Built in Aberdeen by Hall Russell Co Ltd (yard no: 883), as Princess Royal A469, for the Carry On Fishing Co of Aberdeen.

She was launched on 11/5/1960 and completed in June 1960.

She had a length of 115ft 9 in and a beam of 26ft 4in. Her gross tonnage was 300 tons. She was powered by a 760bhp Mirrless 4 stroke 6 cylinder diesel.

In 1963, she was sold to Aberdeen Motor Trawlers and renamed Admiral Nelson A469. She then continued fishing up until 1981.

In 1981, she was sold to J Craig, converted into an oil rig safety vessel. Later in 1981, she was renamed Grampian Admiral. In 1986, she was bought by George Craig & Sons Ltd.

In 1987, she was sold by George Craig to an Aberdeen based company. She was then converted back to a side trawler and became Grampian Admiral A40.

In 2020, she was still fishing out of and landing her catch in Spain and still called Grampian Admiral A40.

IMO: 5400073.



GRAMPIAN AVENGER

Built by T Mitchison Ltd of Gateshead (yard no: 522), for the Burwood Fishing Co Ltd, as Burwood A547. She was launched on 16/2/1961 and completed in May 1961. She had a length of 115ft 4in and a beam of 25ft 4in. Her gross tonnage was 249 tons. She was powered by a 760bhp Mirrlees 4 stroke 6 cylinder diesel.

In 1982, she became Grampian Avenger, and was then converted to an oil rig safety vessel.

In 1986, she was reconverted back to a fishing vessel, and became Grampian Avenger A39. In 2009, she was renamed Eagle FD87.

She was scrapped in 2011.

IMO: 5055775.



GRAMPIAN CASTLE

Built by Henry Scarr Ltd, Hessle (yard no: 726), for Boston Deep Sea Fisheries Ltd of Lowestoft, as Boston Seafoam FD42.

She was launched on 3/11/1955 and completed in April 1956.

Her length was 139ft; her beam was 29ft. Her gross tonnage was 398 tons. She was powered by a 960bhp British Polar 2 stroke 6 cylinder diesel.

In January 1973, she was sold to Putford Enterprises Ltd of Lowestoft. She became Westleigh FD42 in 1974. In 1978, she became the standby boat Arkinholm.

In August 1978, she was sold to George Craig & Sons Ltd, Aberdeen. In 1979, she was renamed Grampian Castle.

She was wrecked after running aground on Newborough Beach, Menai Straits, Wales on 2nd March 1987.

IMO: 5049362.



GRAMPIAN CONCORD

Built by John Lewis & Sons Ltd of Aberdeen (yard no: 304), for Richard Irvin & Sons Ltd, as Ben Gairn A508. She was launched 19/4/1961 and completed in June 1961.

She had a length of 139ft 4in and a beam of 26ft 8in. Her gross tonnage was 373 tons. She was powered by an 854bhp Mirrlees 4 stroke 7 cylinder diesel.

In 1980, she was sold to George Craig and Sons. In 1982, she was converted into a standby vessel and was then renamed Grampian Concord.

She was eventually scrapped sometime between 1998 and 2012.

IMO: 5040419.



GRAMPIAN DAWN

Built by John Lewis & Sons Ltd of Aberdeen (yard no: 318), for Richard Irvin & Sons Ltd, as Ben Strome SN85. She was launched on 8/3/1962 and completed in May 1962. She had a length of 124ft 5in and a beam of 25ft 5in. Her gross tonnage was 282 tons. She was powered by a 712bhp Mirrlees 4 stroke 6 cylinder diesel.

In 1980, she was converted into a standby boat. She then continued to use the name Ben Strome.

In 1982 she was sold to North Star, who renamed her Grampian Dawn. She remained with North Star until 1992.

In 1992, she was sold to World Ocean Shipping Ltd. But, it appears any plans for the vessels future, never came to fruition.

In 2002, she was sold to owners who intended to convert her into either a pirate radio ship, or a diving support vessel.

She was then moored at Ipswich to allow the conversion to take place.

However, due to costs involved in maintaining and converting the vessel, she was allowed to become derelict. She was scrapped in 2012.

IMO: 5040598.



GRAMPIAN DEFENDER

Built by John Lewis & Sons Ltd, Aberdeen (yard no: 268), for the Iago Steam Trawling Co, as Captain Riou LO72. She was launched on 14/3/1957 and completed in September 1957.

She had a length of 139ft 6in and a beam of 26ft 1in. Her gross tonnage was 391 tons. She was powered by a 712bhp British Polar 4 stroke 6 cylinder diesel.

She was renamed Boston Defender FD163 in 1972. In 1978, she was sold to the North Star Fishing Co in Aberdeen. She was then converted into the standby boat Grampian Defender.

In 1981, she was transferred to George Craig & Sons Ltd, in Fleetwood. She was scrapped in Spain in August 1989.

IMO: 5062962.



GRAMPIAN DUKE

Built by T Mitchison Ltd of Gateshead (yard no: 500), for the Ashley Fishing Co Ltd, as Leswood A443. She was launched on 13/4/1960 and completed in October 1960.

She had a length of 115ft 4in and a beam of 25ft 4in. Her gross tonnage was 234 tons. She was powered by a 660bhp Lister Blackstone 4 stroke 8 cylinder diesel.

In 1982, she was sold to George Craig, Aberdeen, converted into a standby vessel and then became Grampian Duke.

In 1995, she was reconverted back to a fishing vessel and became Grampian Duke FH663.

On 4th May 2003, as a result of flooding in her engine room, she sank 250 miles West of Brest. All her crew were saved.

IMO: 5207031.



GRAMPIAN ENDEAVOUR

Built by C D Holmes & Co Ltd of Beverley (yard no: 1003), for Richard Irvin & Sons Ltd, as Ben Bhrackie A814. She was launched on 19/8/1966 and completed in November 1966. She had a length of 147ft 6in and a beam of 28ft 9in. Her gross tonnage was 443 tons. She was powered by a 1,366bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1982, she was converted into a standby boat. Later in the same year, she renamed Grampian Endeavour.

She was eventually scrapped, sometime between 1998 and 2012. She was deleted from the shipping register in August 2012.

IMO: 6618225.



GRAMPIAN EXPLORER

Built by hall Russell of Aberdeen (yard no: 926), for Aberdeen Motor Trawlers Ltd, as Aberdeen Explorer A765. She was launched on 17/5/65 and completed on 6/8/1965. She had a length of 134ft 10in and a beam of 29ft 4in. Her gross tonnage was 454 tons. She was powered by a 1,100bhp Mirrlees 7 cylinder diesel.

She was based in Aberdeen until 1968, after which she was moved to Fleetwood and renamed Boston Explorer FD15.

In 1979, she was converted to an oil rig safety vessel and renamed Grampian Explorer.

She was later sold to German Owners and converted to a motor yacht, still using the name Grampian Explorer.

She appears to have been scrapped in 2009. However, she was still listed as active in 2020.

IMO: 6514091.



GRAMPIAN FALCON

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 856), for J Marr & Son Ltd, as Idena FD136.

She was launched on 28/2/1952 and completed in February 1953. She had a length of 123ft 6in and a beam of 23ft 4in. Her gross tonnage was 296 tons.

In 1959, she was lengthened to 135ft. This increased her tonnage to 317 tons. She was powered by a 772bhp Mirrlees 4 stroke 7 cylinder diesel.

In 1967, she became Idena A763. In 1971, she was sold to Putford Enterprises Ltd of Lowestoft. There she was used as trawler and a standby vessel.

She was sold for scrapping in 1973. However, she was sold by the breakers to Safetyships Ltd (Christian Salvesen) of Aberdeen.

The new owners then used her as a fully converted oil rig standby boat, operating out of Aberdeen. In 1975, she became the standby boat Falkirk.

In 1978, she was sold to George Craig & Sons Ltd of Aberdeen, who continued to use her as a standby boat. In 1980, she became the standby boat Grampian Falcon.

In 1986, she was sold to Bon Voyage Enterprises Inc (clipper promotions), for conversion into a sailing vessel called Miami Clipper.

However, the project failed before the completion of the conversion. Subsequently, she was scrapped in 1987, at Penzance in Cornwall.

IMO: 5158175.



GRAMPIAN FAME

Built by Cochrane & Sons Ltd, Selby (yard no: 1422), for Derwent Trawlers Ltd of Grimsby, as Kashmir GY42. She was launched on 18/2/1957 and completed in September 1957. Her length was 139ft 7in; her beam was 28ft 5in. Her gross tonnage was 448 tons. As built, she was powered by an 800ihp triple expansion steam engine.

She became Ross Kashmir GY43 in 1962. Later in the same year, she became Ross Kashmir GY122.

In 1967, her steam engine was replaced by a 1,440bhp Ruston & Hornsby 4 stroke 6 cylinder diesel engine. Her length was also increased to 162ft 7in.

In 1969, she was owned by British United Trawlers group. In 1978, she was transferred to British United Trawlers Ltd in Aberdeen.

In 1982, after being laid up for a number of years, she was converted into a standby vessel. She briefly retained her name of Ross Kashmir.

In May 1982, she was sold to George Craig & Sons Ltd of Aberdeen; she then became the standby vessel Grampian Fame.

In 1987, she was sold to Greenpeace. In 1989, after a long period of conversion, she re-entered service as the schooner rigged research vessel Rainbow Warrior.

In 2011, she was converted into a Hospital ship and renamed Rongdhonu. In 2020, she was still in service.

IMO: 5300481.



GRAMPIAN FOREST

Built by Atlantic Shipbuilding at Newport (yard no: 87), as Welsh Monarch M135, for Welsh Fisheries Ltd of Milford Haven.

She was launched 18/8/1962 and completed in October 1962.

She had a length of 120ft 9in and a beam of 26ft 10in. Her gross tonnage was 308 tons. She was powered by an 875bhp Mirrlees 4 stroke 6 cylinder diesel.

She worked out of Milford Haven until 1967. She was then sold to Ross Trawlers in Grimsby. There she was renamed Ross Beaver GY 1387.

In 1968, she was transferred to British United Trawlers. She was then based in Aberdeen, and was renamed Cedarlea A67.

In 1970, she was owned by of Craig Stores Ltd, which was part of the British United Trawlers group. She continued fishing until 1980.

After lying derelict until 1982, she was chartered by Greenpeace, and was used as a biological research vessel with the name of Greenpeace.

In 1985, she was converted to an oil rig standby vessel and renamed Grampian Forest. As Grampian Forest, she was part of North Star's fleet

She continued in this role until 1991. She is believed to have been scrapped, sometime between 2000 and 2012.

IMO: 5387491.



GRAMPIAN FORTUNE

Built by John Lewis & Sons of Aberdeen (yard no: 313), for the Stroud Steam Fishing Co Ltd of Aberdeen, as Mount Melleray A558.

She was launched on 15/5/1961 and completed in August 1961.

She had a length of 106ft and a beam of 23ft 4in. Her gross tonnage was 216 tons. She was powered by a 550bhp Widdop 2 stroke 5 cylinder diesel.

In 1974, her engine was replaced with a new 710bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

In 1975, The Company was taken over by British United Trawlers. She then continued fishing until 1981. After which, she briefly became the standby vessel Mount Melleray.

Later in 1981, she was sold to the North Star Company, and then became Grampian Fortune.

The vessel was sold to Spanish owners in the 1986. She was then converted back into the fishing vessel Grampian Fortune A558. In 1992, she was renamed Ayr Queen A558.

In 2014, she became Ayr Queen AR94. In 2017, she continued to fish from Spain as Sir Miles AR94. In 2020, she was still an active fishing vessel.

IMO: 5242964.



GRAMPIAN FREEDOM

Built by Cochrane & Sons Ltd, Selby (yard no: 1417), for Derwent Trawlers Ltd of Grimsby, as Kipling GY38. She was launched on 22/10/1956 and completed in April 1956. Her length was 139ft 7in; her beam was 28ft 5in. Her gross tonnage was 448 tons. As built, she was powered by an 800ihp triple expansion steam engine.

She became Ross Kipling GY38 in 1962. In 1966, her steam engine was replaced by a 1,440bhp Ruston & Hornsby 4 stroke 6 cylinder diesel engine. Her length was also increased to 162ft 7in. This addition to her length increased her gross tonnage to 489 tons. In 1968, she became Ross Kipling GY126.

In 1969, she was owned by British United Trawlers group. In 1978, she was transferred to British United Trawlers Ltd in Aberdeen.

In 1982, after being laid up for a number of years, she was converted into a standby vessel. She briefly retained her name of Ross Kipling. In May 1982, she was sold to George Craig & Sons Ltd of Aberdeen; she then became the standby vessel Grampian Freedom. She was scrapped in 1991.

IMO: 5300534.



GRAMPIAN HUNTER

Built by C. D. Holmes and Co. Ltd at Beverley (yard no: 993), for J Marr & Son Ltd of Fleetwood, as Zonia FD236. She was launched on 6/11/1964 and completed in April 1965.

She had a length of 139ft 8in and a beam of 28ft 4in. Her gross tonnage was 440 tons. She was powered by a 1,250bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1973, she was transferred to Aberdeen. It was intended for her to be based in Aberdeen. However, she was not as successful as hoped, so she was moved back to Fleetwood.

In 1977, she was sold to the Boyd Line, Hull and renamed Arctic Brigand FD236. In 1979, she sold to George Craig Ltd and then became Grampian Hunter A58.

However, she never fished as Grampian Hunter. Instead she was converted into the standby boat Grampian Hunter.

In 1986, she resumed fishing as Stella Orion FD58. In 2002, she was renamed Roche. She was later used as a fish carrier and based at Morocco. Still was still listed as active in 2020, as Roche. However, it's likely she has been scrapped, as the last pictures of her show she is in a derelict condition.

IMO: 6500428.



GRAMPIAN KING

Built by John Lewis & Sons Ltd (yard no: 286), for Scottish Motor Trawlers, as Scottish King A378.

She was launched in 7/7/1959 and completed on 27/10/1959.

Her length was 121ft and her beam was 25ft 10in. She was 214 gross tons. She was powered by a 650bhp Mirrlees KSDM6 4 stroke 6 cylinder diesel.

In 1970, she was in the ownership of George Craig & Sons. In 1978, she was renamed Grampian King A378. She stopped fishing in 1980.

She was then converted to the oil rig standby vessel Grampian King. In 1981, she was owned by George Craig Ltd & Scottish Motor Trawlers Ltd.

In 1995, she once again became Scottish King; the vessel was then converted into a houseboat. She was scrapped in 2012.

IMO: 5315838.



GRAMPIAN LOCH

Built by John Lewis & Sons Ltd, Aberdeen (yard no: 254), for the Iago Steam Trawling Co, as Red Rose LO36. She was launched on 6/9/1955 and completed in January 1956. She had a length of 138ft 5in and a beam of 26ft 11in. Her gross tonnage was 407 tons. She was powered by an 800bhp British Polar 2 stroke 5 cylinder diesel. She was renamed Boston Invader FD161 in 1972. In February 1975, she was sold to Safetyships Ltd. She was then converted into a standby vessel and renamed Inverloch. In 1978, she was sold to George Craig & Sons Ltd, in Fleetwood. She then became the standby boat Grampian Loch. In 1990, she was sold to A Pardoe & S Pepper of Fleetwood. In 1991, she was sold to Western Ocean Towage Ltd and renamed Cornishman. She was wrecked, after running aground, on the coast of Portugal on 18th December 1992.

IMO: 5291343.



GRAMPIAN PETREL

Built by John Lewis & Sons Ltd of Aberdeen (yard no: 289), for the Seaward Fishing Co Ltd, as Seaward Petrel A412.

She was launched in 5/10/1959 and completed in December 1959.

Her length was 104ft 3in and her beam was 23ft 1in. She was 214 gross tons. She was powered by a 550bhp Widdop 2 stroke 5 cylinder diesel.

In 1972, her engine was replaced by a 710bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

In 1981, she was sold to George Craig & Sons Ltd. She was then converted for pair trawling. In 1982, she became Grampian Petrel A412.

In 1984, she was converted into the oil rig safety vessel Grampian Petrel. She was sold in 1992 and renamed Sea Guard I.

As of 2020, she was listed on Marine Traffic. However, as there are no further details of her existence, she was likely scrapped sometime previously.

IMO: 5316973.



GRAMPIAN PRINCE

Built by Hall, Russell of Aberdeen (yard no: 891), for Parbel Smith Ltd, as Admiral Drake A514. She was launched on 18/9/1960 and completed in December 1960.

She had a length of 115ft 9 in and a beam of 26ft 4in. Her gross tonnage was 306 tons. She was powered by an 810bhp Mirrlees 4 stroke 6 cylinder diesel.

In 1978, she was sold to North Star Shipping Ltd, Aberdeen. She was then renamed Grampian Prince and converted to an oil rig safety vessel.

She continued in this role until 1989. After which she was sold to Spanish Owners and continued fishing, as Grampian Prince A514.

In 1992, she was renamed Ayr Dragon AR93. In 1995, she was renamed White Pearl AR99.

She was finally scrapped in November 2008.

IMO: 5002936.



GRAMPIAN PRINCESS

Built by John Lewis & Sons Ltd of Aberdeen (yard no: 292), for the Southburn Fishing Co Ltd, Lindenlea A409. She was launched in 28/12/1959 and completed in March 1960. Her length was 121ft and her beam was 25ft 10in. She was 281 gross tons. She was powered by a 635bhp Mirrlees KSSDM6 4stroke 6 cylinder diesel.

In 1981, she was sold to George Craig & Sons Ltd, Aberdeen. She then became Grampian Princess A409.

She continued fishing until 1985. She was then converted to the oil rig standby vessel Grampian Princess. She continued in this role until 1991.

In 2002, after being laid up for many years, she was sold to owners who intended to convert her into either a pirate radio ship, or a diving support vessel.

She was then moored at Ipswich to allow the conversion to take place. However, due to the high costs involved, she was allowed to become derelict. She was scrapped in 2012.

IMO: 5208889.



GRAMPIAN QUEEN

Built by John Lewis & Sons Ltd (yard no: 269), for Scottish Motor Trawlers, as Scottish Queen A210.

She was launched in 4/2/1957 and completed in May 1957.

Her length was 117ft 9in and her beam was 25ft 4in. She was 278 gross tons. She was powered by a 700bhp British Polar 2 stroke 4 cylinder diesel.

In 1974, she was in the ownership of George Craig & Sons. In 1978, she was renamed Grampian Queen A210. She was now part of North Star's fleet.

In 1981, she was converted into the standby vessel Grampian Queen. After this, she was once again owned by Scottish Motor Trawlers.

It was likely she was scrapped in 1992. As she was listed in Lloyds register up until that year.

IMO: 5315888.



GRAMPIAN QUEST

Built by John Lewis & Sons Ltd of Aberdeen (yard no: 283), for the Seaward Fishing Co Ltd, as Seaward Quest A289.

She was launched in 12/3/1959 and completed in May 1959.

Her length was 105ft 9in and her beam was 23ft 4in. She was 214 gross tons. She was powered by a 550bhp Widdop 2 stroke 5 cylinder diesel.

In 1973, her engine was replaced by a 710bhp Mirrless Blackstone 2 stroke 8 cylinder diesel.

In 1981, she was sold to George Craig & Sons Ltd. She was then converted for pair trawling. In 1982, she became Grampian Quest A289.

In 1984, she was converted into the standby boat Grampian Quest.

In 2009, she was sold to a private owner, who then began converting her to a houseboat.

In 2020, she was still listed as active and was moored at Hoo Marina on the River Medway, as a houseboat.

IMO: 5316985.



GRAMPIAN RANGER

Built by Brooke Marine of Lowestoft (yard no: 266) for the Cevic Steam Fishing Co, as Cevic FD241. She was launched 1/8/1958 and completed in October 1958.

She had a length of 116ft 3in and a beam of 25ft 4in. Her gross tonnage was 249 tons. She was powered by a 760bhp Mirrlees 4 stroke 6 cylinder diesel.

She was converted into a standby boat, when she was still Cevic. In 1978, she was sold to George Craig & Sons Ltd. She then became the standby boat Grampian Ranger.

In 1986, she was sold to Spanish owners, reconverted back into a fishing vessel, and renamed Vikingo. On 14th February 1991, she sank in the Bay of Biscay.

IMO: 5067651.



GRAMPIAN RIVER

Built in Aberdeen by Hall Russell Ltd (yard no: 892), for Parbel Smith Ltd, as Admiral Jellicoe A515.

She was launched on 23/11/1960 and completed in January 1961.

She had a length of 115ft 9 in and a beam of 26ft 4in. Her gross tonnage was 225 tons. She was powered by a 810bhp Mirrlees 4 stroke 6 cylinder diesel.

In 1978, she was sold to North Star Fishing Co Ltd, Aberdeen. She then became Grampian River A515.

Later that same year, she converted to an oil rig safety / pollution control vessel. She continued in this role until 1989.

She was sold to the Ramsden Trading Co Ltd, sometime in 1998 or 1999. In 1999, she was converted into a houseboat.

She was scrapped in 2005.

IMO: 5002962.



GRAMPIAN SCOTT

Built by John Lewis & Sons Ltd of Aberdeen (yard no: 285), for Richard Irvin & Sons Ltd, Ben Meidie A319. She was launched 23/4/1959 and completed in July 1959.

She had a length of 139ft and a beam of 26ft. Her gross tonnage was 371 tons. She was powered by an 854bhp Mirrlees 4 stroke 7 cylinder diesel.

She was built as a deep water side trawler, to be used for fishing the Faroe Island grounds.

She continued in this role up until 1979. After which she was converted to an oil rig safety vessel.

In 1982, she was sold to the North Star Fishing Co, and then became the standby vessel Grampian Scott. She continued as a standby vessel, until 1994.

She was likely scrapped, sometime between 1994 and 2001. However, she remained on the Lloyd's register until 2001.

IMO: 5040524.



GRAMPIAN STAR

Built by Henry Scarr Ltd of Hessle (yard no: 737), for Brixham Trawlers Ltd of Fleetwood, as Hawfinch FD114.

She was launched on 4/10/1956 and completed in December 1956.

Her length was 127ft 6in; her beam was 27ft 1in. Her gross tonnage was 314 tons. She was powered by a 750bhp British Polar 2 stroke 5 cylinder diesel.

She was renamed Boston Nimrod LT49, in 1972, after her original owners were bought by Boston Deep Sea Fisheries.

In February 1975, she was sold to Safetyships Ltd, and was then converted into the standby vessel Glenfinnan.

In August 1978, she was sold to George Craig & Sons of Aberdeen. She was renamed Grampian Star in 1979. She was scrapped in 1993.

IMO: 5144655.



GRAMPIAN VENTURE

Built by John Lewis & Sons Ltd of Aberdeen (Yard no: 301), for the Seaward Fishing Co Ltd. She was launched in 21/9/1960 and completed in December 1960.

Her length was 106ft and her beam was 23ft 4in. She was 215 gross tons. She was powered by a 550bhp British Polar 2 stroke 5 cylinder diesel.

In 1970, she was owned by D C Pollock & Partners. She continued fishing until October 1977. In 1978, she was sold to the North Star Fishing Co Ltd, Aberdeen.

She was then renamed Grampian Venture and converted to an oil rig standby vessel. She continued in this role until 1983.

In 1983, she was owned by a group called the Environmental Investigation Agency, who renamed her Balaenoptera. She was then used for research, on the Norwegian whaling industry.

Around 1985, she briefly carried the name Delta Surveyor. She was eventually scrapped as Balaenoptera, probably in the late 1990s. The last record of her was in 1996.

IMO: 5316997.



GRAMPIAN VIKING

Built by John Lewis & Sons Ltd of Aberdeen (yard no: 303), for Richard Irvin & Sons Ltd, as Ben Vurie SN33. She was launched on 21/3/1960 and completed in May 1961. She had a length of 124ft 5in and a beam of 25ft 5in. Her gross tonnage was 282 tons. She was powered by a 712bhp Mirrlees 4 stroke 6 cylinder diesel. She was converted to the standby boat Ben Vurie in 1976. 1982, she was sold to George Craig & Sons Ltd, and then became Grampian Viking. She was deleted from the shipping register in August 2012. No further records exist of her, after 2012.

IMO: 5040653.



GRANTON MERLIN

Built by Hall, Russell & Co Ltd of Aberdeen (yard no: 886), for Croan Trawlers Ltd & William Carnie of Granton, as Granton Merlin GN72.

She was launched on 25/5/1960 and completed in July 1960.

Her length was 108ft; her beam was 24ft 1in. Her gross tonnage was 235 tons. She was powered by a 655bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In 1978, she was sold to Putford Enterprises Ltd of Lowestoft. Initially, she became a standby vessel while retaining her original name of Granton Merlin.

Later in 1978, she was fully converted into a standby vessel and was renamed Umberleigh.

In 1979, she was sold for conversion into a motor yacht. In 2006, she became the motor yacht Merlin G. She was still listed as active in 2020.

IMO: 5135094.



GRANTON OSPREY, shown as Granton Osprey GN19

Built by Henry Scarr Ltd of Hessele (yard no: 769), for William Carnie Ltd of Granton, as Granton Osprey GN19. She was launched on 27/2/1960 and completed in May 1960.

Her length was 108ft 7in; her beam was 24ft 1in. Her gross tonnage was 230 tons. As built, she was powered by a 720bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1977, she was sold to Putford Enterprises and then converted into a standby boat. In 1984, she was renamed Putford Osprey. Her engine was also replaced by a 500bhp Ruston.

In 1993, she was sold to Portuguese owners, she was then renamed Ford Osprey. In the same year, she was wrecked, after running aground on the Portuguese coast.

IMO: 5135109.



GRAYFISH, shown as built as Grayfish LT361.

Built by Richard Dunston Ltd at Thorne (yard no: 1048, for the Huxley Fishing Co Ltd (Claridge Trawlers Ltd) of Lowestoft, as Grayfish LT361.

She was launched on 16/9/1960 and completed in March 1961.

Her length was 94ft 3in; her beam was 21ft 6in. Her gross tonnage was 153 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1973, she became the standby boat Grayfish. She was wrecked, after running aground near Pundsta Point, 15 miles from Lerwick, Shetland, on 21st December 1973.



GRENADA

Built by Cochrane & Sons Ltd at Selby (yard no: 1402) for the Dagon Fishing Co Ltd of Lowestoft, as Grenada LT130.

She was launched on 13/12/1954 and completed in June 1955.

She had a length of 104ft 7in and a beam of 23ft 4in. Her gross tonnage was 205 tons. She was powered by a 403bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1973, she was used as a standby vessel. In 1976, she was converted into the standby vessel Grenada.

On 21st August 1986, she left Lowestoft on her final voyage to the ship breakers at Barking.

IMO: 5135898.



GULA

Built by Richards Ironworks Ltd of Lowestoft (yard no: 253), for LT (1934) Ltd of Lowestoft, as Gula LT179. She was launched and completed in 1936.

Her length was 75ft; her beam was 20ft. Her gross tonnage was 81 tons. She was powered by a 150bhp 6 cylinder Ruston diesel.

In 1946, she was sold to G D Claridge of Lowestoft. In 1949, she was transferred to the Colne Fishing co Ltd.

In 1973, she became the standby boat Gula. She was scrapped in July 1986.

OFFICIAL NO: 162991.



HATHERLEIGH

Built by Richards Ironworks Ltd of Lowestoft (yard no: 461), for Small & Co Ltd of Lowestoft, as Suffolk Punch LT379. She was launched on 4/3/1961 and completed in May 1961.

Her length was 106ft 6in; her beam was 23ft 4in. Her gross tonnage was 202 tons. She was powered by a 540bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1975, she was sold to Putford Enterprises Ltd. She then became Hatherleigh LT379, and continued fishing for a further 9 years.

In 1984, she was converted into the standby vessel Hatherleigh. In 1994, she was sold and then converted into a private motor yacht

She was still active in 2020, as the private motor yacht Hatherleigh.

IMO: 5343201.



HUDDERSFIELD TOWN

Built by Goole Shipbuilding & Repairing Co Ltd (yard no: 534) for the Wendover Fishing Co Ltd (Consolidated Fisheries) of Grimsby, as Huddersfield Town GY702.

She was launched on 20/7/1962 and completed in October 1962.

She was 139ft 9in long, with a 28ft 5in Beam. She was 439 gross tons. She was powered by a 1,120bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1978, she was sold to Huxley Fishing Co Ltd of Lowestoft. She then became Huddersfield Town LT259. In 1981, she was converted into the standby boat Huddersfield Town.

In January 1992, she was scrapped by Masterman Iron & Steel Ltd at Rainham in Kent.

IMO: 5156373.



IDENA

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 856), for J Marr & Son Ltd, as Idena FD136.

She was launched on 28/2/1952 and completed in February 1953. She had a length of 123ft 6in and a beam of 23ft 4in. Her gross tonnage was 296 tons.

In 1959, she was lengthened to 135ft. This increased her tonnage to 317 tons. She was powered by a 772bhp Mirrlees 4 stroke 7 cylinder diesel.

In 1967, she became Idena A763. In 1971, she was sold to Putford Enterprises Ltd of Lowestoft. There she was used as a trawler and a standby vessel.

She was sold for scrapping in 1973. However, she was sold by the breakers to Safetyships Ltd (Christian Salvesen) of Aberdeen.

The new owners then used her as a fully converted oil rig standby boat, operating out of Aberdeen. In 1975, she became the standby boat Falkirk.

In 1978, she was sold to George Craig & Sons Ltd of Aberdeen, who continued to use her as a standby boat. In 1980, she was renamed Grampian Falcon.

In 1986, she was sold to Bon Voyage Enterprises Inc (clipper promotions), for conversion into a sailing vessel called Miami Clipper.

However, the project failed before the completion of the conversion. Subsequently, she was scrapped in 1987, at Penzance in Cornwall.

IMO: 5158175.



INAGUA

Built by Cochrane & Sons Ltd, Selby (yard no: 1459), for Ross Trawlers Ltd of Grimsby, as Ross Eagle GY656. She was launched on 22/9/1960 and completed in April 1961.

Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by an 857bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In September 1969, she became part of the British United Trawlers fleet. In 1975, she was converted to undertake duties as an oil rig rescue vessel. In 1982, she was sold to Colne in Lowestoft, who renamed her Inagua. She continued as an oil rig rescue vessel, until she was scrapped at Bloors Wharf, Rainham, Kent in January 1992.

IMO: 5300376.



INVERLOCHY

Built by John Lewis & Sons Ltd, Aberdeen (yard no: 254), for the Iago Steam Trawling Co, as Red Rose LO36. She was launched on 6/9/1955 and completed in January 1956.

She had a length of 138ft 5in and a beam of 26ft 11in. Her gross tonnage was 407 tons. She was powered by an 800bhp British Polar 2 stroke 5 cylinder diesel.

She was renamed Boston Invader FD161 in 1972. In February 1975, she was sold to Safetyships Ltd. She was then converted into the standby vessel Inverloch.

In 1978, she was sold to George Craig & Sons Ltd, in Fleetwood. She was then renamed Grampian Loch. In 1990, she was sold to A Pardoe & S Pepper of Fleetwood. In 1991, she was sold to Western Ocean Towage Ltd and renamed Cornishman. She was wrecked, after running aground, on the coast of Portugal on 18th December 1992.

IMO: 5291343.



JACAMAR

Built by Harris Shipbuilders of Appledore (yard no: 505), for the Ashley Fishing Co Ltd, as Jacamar A525. She was launched on 3/12/1960 and completed in June 1961.

She had a length of 115ft 4in and a beam of 25ft 4in. Her gross tonnage was 237 tons. She was powered by a 660bhp Lister Blackstone 8 cylinder diesel.

In 1975, she was converted into the standby vessel Jacamar. She continued in this role with J Marr for the next five years.

In 1980, she was sold to the Warbler Fishing Co Ltd, who renamed her Dawn Monarch in 1981. She continued to operate as a standby boat until 1991.

In January 1992, she was sold to owners in Plymouth. In 2002, she was reported as being converted into a houseboat, near Exeter.

In 2018, she was converted to a motor yacht and called Jacamar. As of 2020, she is still listed as being active and was moored at Salford Quay, Manchester.

IMO: 5167102.



JADESTAR GLORY

Built by Cochrane & Sons Ltd, Selby (yard no: 1396), for Talisman Trawlers Ltd of West Hartlepool & Lowestoft, as Ludham Queen LT87.

She was launched on 3/5/1954 and completed in November 1954.

Her length was 102ft; her beam was 22ft. Her gross tonnage was 179 tons. She was powered by a 350bhp Crossley 2 stroke 6 cylinder diesel.

In June 1970, she was sold to Henry Lamprell and then renamed Jadestar Glory. She was then used as a standby vessel.

In October 1973, she resumed fishing from Milford Haven as Jadestar Glory LT87.

On 16th January she ran aground on Cahore Point, Ireland. She was refloated. But due to severe damage she was towed to Dublin and scrapped in November 1974.

OFFICIAL NUMBER: 184002.



JADESTAR GYPSY

Built by Cochrane & Sons Ltd, Selby (yard no: 1395), for Talisman Trawlers (North Sea) Ltd of West Hartlepool, as Wroxham Queen LT53.

She was launched on 5/4/1954 and completed in October 1954.

Her length was 102ft; her beam was 22ft. Her gross tonnage was 179 tons. She was powered by a 350bhp Crossley 2 stroke 6 cylinder diesel.

In June 1970, she was sold to Henry Lamprell and renamed Jadestar Gypsy. She was then used as a standby vessel.

In 1974, it was planned for her to resume fishing from Milford Haven as Jadestar Gypsy LT53.

However, due to her sinking at her moorings in Milford Haven, in October 1974, she did not resume fishing as Jadestar Gypsy LT53 until 1976. She was scrapped in 1978.

OFFICIAL NUMBER: 184000.



JAMAICA

Built by Hall, Russell & Co Ltd of Aberdeen (yard no: 801), for the Walker Steam Fishing Co Ltd. She was launched in 21/5/1947 and completed on 24/9/1947.

Her length was 128ft 3in and her beam was 24ft 7in. She was 285 gross tons. She was powered by a 700bhp British Polar 2 stroke 5 cylinder diesel.

She was the first diesel trawler built for Aberdeen owners. In 1960, she was sold to Claridge Trawlers Ltd of Lowestoft, she was then renamed Jamaica LT185.

In 1970, she was converted into the standby vessel Jamaica. She was scrapped, in 1976.

IMO: 5168508.



JAMAICA

Built by Goole Shipbuilding & Repairing Co Ltd (yard no: 511) for the Wendover Fishing Co Ltd of Grimsby, as Broadwater FD208.

She was launched on 19/4/1958 and completed in June 1958.

She was 138ft 8in long, with a 28ft Beam. She was 426 gross tons. She was powered by a 1,000bhp Mirrlees 4 stroke 8 cylinder diesel.

She was renamed Boston Crusader FD208 in 1973. In October 1976, she was sold to Colne shipping Co Ltd of Lowestoft. She was then converted into a standby vessel. In 1977, after conversion she was renamed Jamaica and was owned by drifter Trawlers Ltd. She was scrapped in January 1987, by Liguria Maritime Ltd at Milton Creek in Kent.

IMO: 5053595.



JEAN MARTHE

Built in 1948 by Bath Ironworks in Maine, USA, as Jean Marthe. She was built for French owners, as part of the Marshall Aid plan for European reconstruction

She had a length of 117ft and a beam of 23ft. Her gross tonnage was 187 tons. Originally, she was powered by a 450bhp Burmeister & Wain 6 cylinder diesel.

In 1960, she was sold to Fleetwood owners, she then became Jean Marthe FD233. In 1960, her Fleetwood owners replaced her original engine with a 450bhp 6 cylinder Ruston diesel.

In 1971, she was sold to Putford Enterprises for use as a standby vessel. She continued in this role until she was scrapped in 1976.

IMO: 5171086.



JOSENA

Built by Cook, Welton & Gemmel Ltd at Beverley (yard no: 923), for J Marr Ltd of Fleetwood, as Josena FD150.

She was launched on 13/7/1957 and completed in November 1957.

She had a length of 134ft and a beam of 27ft 6in. Her gross tonnage was 392 tons. She was powered by a 1,012bhp Mirrlees 8 cylinder 4 stroke diesel.

From June 1973 onwards, she was used as a standby vessel. By 1975, she was fully converted for continued use as a standby vessel.

In 1983, she was sold to a Panamanian company and renamed Cormoran. She continued to be used as a standby vessel until she sank at Vigo, Spain sometime after 2001.

IMO: 5175549.



KENNEDY

Built by Goole Shipbuilding & Repairing Co Ltd (yard no: 507) for Boston Deep Sea Fisheries Ltd of Fleetwood, as Boston Britannia FD139.

She was launched on 31/5/1957 and completed in August 1957.

She was 138ft 8in long, with a 28ft 5in Beam. She was 426 gross tons. She was powered by a 1,000bhp Mirrlees 4 stroke 8 cylinder diesel. She was renamed Kennedy FD139 in 1968. In 1976, she was sold to the Colne Fishing Co Ltd of Lowestoft. She was then converted into the standby vessel Kennedy. She was scrapped in June 1986, by G. & T. Services Ltd at Barking.

IMO: 5049166.



KILSYTH

Built by Richards Ironworks Ltd of Lowestoft (yard no: 421), for the Pegasus Trawling Co Ltd of Lowestoft, as Boston Pegasus LT58.

She was launched on 4/3/1961 and completed in May 1961.

Her length was 103ft; her beam was 22ft 1in. Her gross tonnage was 166 tons. She was powered by a 440bhp Crossley 2 stroke 6 cylinder diesel.

She was renamed Penzance Pegasus PZ375, in 1971.

In February 1973, she was sold to Safetyships Ltd of Aberdeen. She was then converted to a standby vessel, and renamed Kilsyth.

In January 1977, she was sold for scrap. However, whilst on the way to the breakers she ran aground at Whitley Bay. Subsequently, she was refloated and scrapped on the River Tees.



KINGFISH

Built by Richard Dunston Ltd at Thorne (yard no: 901, for Claridge Trawlers Ltd of Lowestoft, as Kingfish LT186. She was launched on 15/4/1955 and completed in August 1955.

Her length was 94ft 5in; her beam was 21ft 6in. Her gross tonnage was 158 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

She became the standby vessel Kingfish in 1976. She was scrapped in 1986.

IMO: 5187695.



LADY CORA

Built by John Lewis & Sons Ltd, Aberdeen (yard no: 259), for the Don Fishing Co Ltd and Basil A Parkes, as Boston Valetta GY333.

She was launched on 22/5/1956 and completed in October 1956.

She had a length of 111ft and a beam of 24ft 5in. Her gross tonnage was 239 tons. She was powered by a 528bhp Widdop 2 stroke 6 cylinder diesel. In 1961, she went to Canada, where she was renamed Acadia Fin Fare. She returned to the UK, in 1968. She then went to Lowestoft as Boston Valetta LT256. In 1973, she was converted into the standby boat Lady Cora. In 1974, she briefly became part of Colne's fleet. After a 2 year lay-up, she was scrapped in 1976.

IMO: 5001530.



LORD KEITH

Built by Goole Shipbuilding & Repair Co Ltd (yard no: 292), for Lowestoft Steam Herring Drifters Co Ltd, as Lord Keith LT181.

She was launched on 14/6/1930 and completed in September 1930.

As built, her length was 92ft 3in and her beam was 20ft 1in. She had a gross tonnage of 116 tons, and she was powered by a 50nhp triple expansion steam engine.

In September 1939, she was requisitioned by the Admiralty for use as an auxiliary patrol vessel with the pennant number FY1884.

In May 1940, she took part in the evacuation of British expeditionary force from Dunkirk. With her sister vessel Lord Collingwood, she is credited with rescuing 315 soldiers.

In November 1945, she was released from naval service. After a refit in December 1945, she was sold to Milford Haven owners.

In 1957, her steam engine was replaced by a 350bhp 6 cylinder Ruston & Hornsby diesel engine. She was also converted to a trawler at the same time.

After this conversion she continued fishing from Milford Haven until 1971. Her time in Milford Haven was uneventful, apart from hauling a live mine in February 1969.

In 1971, she was sold to Keighley Enterprises Ltd of Lowestoft for service as a stand by vessel. She continued to serve as a standby boat as part of the Putford fleet until 1975.

In March 1975, she was sold to Greek owners for use as either a stern trawler or a dry cargo vessel. She was deleted from the Lloyds register in August 1997.

OFFICIAL NO: 149243.



LUCIDA, shown as Lucida H403.

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 923), for the City Steam Fishing Co Ltd of Fleetwood, as Lucida FD473.

She was launched on 5/12/1956 and completed in April 1957.

As built, her length was 134ft; her beam was 27ft 6in. Her gross tonnage was 392 tons. She was powered by a 1,012bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1966, she was transferred to Hull. There her length was increased to 149ft 2in; this increased her tonnage to 404 tons. After this, she then became Lucida H403.

In December 1974, she was converted into the standby boat Lucida. She was scrapped in March 1980, by Albert Draper & Son Ltd of Hull.

IMO: 5213652.



MARGARET CHRISTINA

Built by Richards Ironworks Ltd of Lowestoft (yard no: 459), for the East Anglian Ice & Cold Storage Co. Ltd., Lowestoft, as Margaret Christina LT331.

She was launched on 8/9/1960 and completed in December 1960.

Her length was 162ft 1in; her beam was 22ft 4in. Her gross tonnage was 137 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1971, she was sold to Putford Enterprises. She continued fishing, until she was converted into the standby boat Margaret Christina, in 1975.

She sank in the North Sea in 1983. She was raised in the same year, and scrapped in Holland.

IMO: 5221582.



MARTINIQUE

Built by Cochrane & Sons Ltd, Selby (yard no: 1398), for Sir Thomas Robinson & Son (Grimsby) Ltd, as Thessalonian GY112.

She was launched on 2/7/1954 and completed in January 1955.

Her length was 117ft 7in; her beam was 25ft 2in. Her gross tonnage was 254 tons. She was powered by a 640bhp British Polar 6 cylinder diesel.

In October 1976, she was sold to Dagon Fishing Co Ltd of Lowestoft. She then became Thessalonian LT272. In 1977, she was converted to a standby vessel.

After conversion, she briefly operated as Thessalonian. Later in 1977, she was renamed Martinique. She was scrapped in January 1987.

IMO: 5358787.



MARY CRAIG

Built by Richard Ironworks Ltd of Lowestoft (yard no: 445), for the River Ness Fishing Co Ltd, as Mary Craig A263. She was launched on 11/12/58 and completed on 23/3/1959. She had a length of 106ft 4in and a beam of 23ft 3in. Her gross tonnage was 197 tons. She was powered by a 550bhp Widdop 2 stroke 5 cylinder diesel.

In 1971, Mary Craig was one of the first Aberdeen trawlers to be used as standby vessel. By 1976, she was fully converted to this role.

In total, she was used as a standby boat for 18 years. She was then laid up for many years and allowed to become derelict. She was scrapped in 2010.

IMO: 5227536.



MINCARLO

Built by Brooke Marine of Lowestoft (yard no: 281 for Diesel Trawlers Ltd & W. H. Podd & Co Ltd of Lowestoft, as Mincarlo LT412.

She was launched 25/9/1961 and completed in April 1962.

She had a length of 98ft and a beam of 22ft 7in. Her gross tonnage was 166 tons. She was powered by a 500bhp AK Diesel 4 stroke 5 cylinder diesel engine.

In 1970, she was bought by Putford enterprises Ltd; she then continued fishing another 6 years. In 1976, she was converted into the standby boat Mincarlo 1976.

She was renamed Putford Merlin, in 1984. In 1992, she was sold to the Lydia Eva trust, with the intention of preserving her as a museum ship.

Subsequently, she reverted back to her original as built condition, as Mincarlo LT412. As of 2020, she was based in Lowestoft as the floating museum trawler Mincarlo LT412.

IMO: 5235686.



MONKLEIGH

Built by Richard Ironworks Ltd of Lowestoft (yard no: 450), for the Star Drift Fishing Co Ltd & F E Catchpole of Lowestoft, as Valiant Star LT277.

She was launched on 22/6/59 and completed on 15/9/1959.

She had a length of 97ft 2in and a beam of 22ft 3in. Her gross tonnage was 160 tons. She was powered by a 423bhp Lister Blackstone 4 stroke 8 cylinder diesel. In 1972, she was renamed Boston Valiant LT277. In the same year, she became Cleveland HL93. In 1978, she was sold to Putford Enterprises. She then became Monkleigh LT277. In 1979, she was converted into the standby boat Monkleigh. She continued in this role until 1989, after which she was laid up for many years. She was supposed to have been scrapped, in 2012. However, she was left to become derelict on the banks of the River Torridge, in Devon.

IMO: 5375747.



MONTSERRAT

Built by Cochrane & Sons Ltd, Selby (yard no: 1435), for the Huxley Fishing Co Ltd & G D Claridge of Lowestoft, as Montserrat LT64.

She was launched on 29/9/1958 and completed in February 1959.

Her length was 104ft 7in; her beam was 23ft 11in. Her gross tonnage was 228 tons. She was powered by a 403bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1976, she was converted into the standby vessel Montserrat. In 1987, she was reconverted back to a side trawler, and then became Montserrat LT376.

She was scrapped in Vigo, Spain in August 1987.

IMO: 5241192.



MOUNT MELLERAY

Built by John Lewis & Sons of Aberdeen (yard no: 313), for the Stroud Steam Fishing Co Ltd of Aberdeen, as Mount Melleray A558.

She was launched on 15/5/1961 and completed in August 1961.

She had a length of 106ft and a beam of 23ft 4in. Her gross tonnage was 216 tons. She was powered by a 550bhp Widdop 2 stroke 5 cylinder diesel.

In 1974, her engine was replaced with a new 710bhp Mirreles Blackstone 4 stroke 8 cylinder diesel.

In 1975, The Company was taken over by British United Trawlers. She then continued fishing until 1981. After which, she briefly became the standby vessel Mount Melleray.

Later in 1981, she was sold to the North Star Company, and renamed Grampian Fortune. The vessel was sold to Spanish owners in the 1986.

She was then converted back into a fishing vessel and then became Grampian Fortune A558. In 1992, she was renamed Ayr Queen A558.

In 2014, she became Ayr Queen AR94. In 2017, she continued to fish from Spain as Sir Miles AR94. In 2020, she was still an active fishing vessel.

IMO: 5242964.



MOUNT SORREL

Built by John Lewis & Sons of Aberdeen (yard no: 335), for the Seafield Fishing Co Ltd & Thomas L Devlin & Sons Ltd of Aberdeen, as Mount Sorrel A634.

She was launched on 25/2/1963 and completed on 18/4/1963.

She had a length of 105ft 6in and a beam of 23ft 4in. Her gross tonnage was 303 tons. She was powered by a 600bhp 4 stroke 6 cylinder A K diesel.

In 1974, ownership passed to British United Trawlers. In 1978, she was converted into a standby vessel.

On 20th September 1979, she sank in Aberdeen Harbour. However, she was refloated on 26th September 1979. She was scrapped in 1980.

IMO: 5412662.



MUSTIQUE

Built by Cochrane & Sons Ltd, Selby (yard no: 1397), for Sir Thomas Robinson & Son (Grimsby) Ltd, Olivean GY92.

She was launched on 3/6/1954 and completed in December 1954.

Her length was 117ft 7in; her beam was 25ft 2in. Her gross tonnage was 254 tons. She was powered by a 640bhp British Polar 6 cylinder diesel.

In October 1976, she was sold to the Dagon Fishing Co Ltd of Lowestoft (Colne). She became Olivean LT392, in 1977.

Early in 1977, she was converted into a standby vessel. On completion of the conversion, she was renamed Mustique in March 1977.

In 1979, she was laid up because of serious engine problems. In October 1981, as Ross Heron she was sold for scrap. She went for scrap in January 1982.

IMO: 5300429.



MUSTIQUE

Built by Cochrane & Sons Ltd, Selby (yard no: 1468), for Ross Trawlers Ltd of Grimsby, as Ross Heron GY693. She was launched on 25/10/1961 and completed in April 1962.

Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by a 695bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In July 1969, she became part of the British United Trawlers fleet. After this, she was transferred to a succession of companies, within the group.

In 1978, she was transferred to British United Trawlers Ltd in Aberdeen. In 1979, she was partially converted for use as a standby boat.

In August 1981, she was sold to Colne shipping Ltd, Lowestoft, and was then fully converted into the standby vessel Mustique.

She then continued to be used as an oil rig rescue vessel, until she went for scrap at Bloors Wharf, Rainham, Kent on 10th August 1991.

IMO: 5300429.



NAUTIKA

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 903), for the St Andrews Steam Fishing Co Ltd of Fleetwood, as St Bartholomew FD27.

She was launched on 12/3/1955 and completed in June 1955.

Her length was 137ft 6in; her beam was 28ft 4in. Her gross tonnage was 421 tons. She was powered by a 925bhp British Polar 2 stroke 6 cylinder diesel.

In 1965, she was sold to Norwegian owners and renamed Bjogna. In 1980, she was converted into the standby boat Nautika.

In 1990, she was sold to Cam Shipping Ltd; she then became the standby boat Cam Vanguard. In 1994, she was renamed Jon Paul. In 1998, she was renamed Maju-Lisa.

She was deleted from the shipping register in January 2012. However, she was still seen in a derelict condition in 2014. She was likely scrapped in 2014.

Her last picture taken in 2014 shows her appearance remained unchanged, from when she was first used as a standby boat.

IMO: 5305534.



NEVIS

Built by Cochrane & Sons Ltd, Selby (yard no: 1431), for Derwent Trawlers Ltd of Grimsby, as the steam powered Kelvin GY60.

She was launched on 21/4/1958 and completed in September 1958. She was 139ft 7in long, with a 28ft 5in beam. She was 448 gross tons. In 1962, she became Ross Kelvin GY60.

In 1966, her steam engine was replaced with a 1,440bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. She was also lengthened to 167ft 7in. Her tonnage increased to 469 gross tons.

In 1969, she was owned by British United Trawlers group. In 1978, she was transferred to British United Trawlers Ltd in Aberdeen.

In 1981, she became the standby boat Ross Kelvin. In 1982, she was sold to Colne shipping. She then became the standby boat Nevis.

She was scrapped by Liguria Maritime Ltd at Milton Creek, Sittingbourne, Kent, in October 1987.

IMO: 5300508.



NORFOLK YEOMAN, shown as the drifter Norfolk Yeoman LT337

Built by Richards Ironworks Ltd at Lowestoft (yard no: 424), for Small & Co Ltd of Lowestoft, as Norfolk Yeoman LT337.

She was launched on 24/3/1955 and completed in May 1955.

Her length was 87ft 8in; her beam was 20ft 6in. Her gross tonnage was 115 tons. She was powered by a 300bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

Originally she was built as a drifter, and as such she won the prestigious Prunier trophy in 1963. This trophy was awarded for the largest single catch of herring in that year.

In 1966, she was converted into a side trawler; this conversion included the fitting of a whaleback. In early 1968, she was briefly used as a standby boat.

In June 1968, she was sold to Italian owners, who her renamed Eros 1. She was still listed in Lloyds Register as Eros Primo, in 1985. There are no further records of her, after this time.

IMO: 5256020.



NORTHLEIGH

Built by Livingstone & Co Ltd in Peterhead (yard no: 2), for J.S Boyle, of Glasgow, as Teresa Watterston GW4. She was launched on 17/11/1956 and completed in March 1957. Her length was 107ft 4in, and her beam was 21ft 2in. Her gross tonnage was 197 tons. She was powered by a 540bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1958, she was sold to the Inch Fishing Co Ltd, and renamed Granton Kestrel GN17.

In 1963, she was sold to George Wood (Aberdeen) Ltd. She was then renamed Emma Wood A735. She continued fishing until 1974.

In 1974, she was sold to Putford Enterprises. She was then converted to an oil rig standby vessel, and renamed Northleigh.

In 1987, she was re-converted back to a fishing vessel, she then became Northleigh A43. From 1993 to 2007, she was used as a cable guard vessel.

In 2007, she was converted into a sailing vessel and renamed City of Waterford. In 2009, she was once again Northleigh.

She was still listed as active in 2020. However, as there are no further records confirming her existence, it's likely she was scrapped sometime previously

IMO: 5426962.



NOTTS FOREST

Built by Goole Shipbuilding & Repairing Co Ltd (yard no: 522) for the Rhondda Fishing Co Ltd (Consolidated Fisheries) of Grimsby, as Notts Forest GY649.

She was launched on 11/6/1960 and completed in August 1960.

She was 139ft 9in long, with a 28ft 5in Beam. She was 441 gross tons. She was powered by a 1,120bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1978, she was sold to the Colne Fishing Co Ltd of Lowestoft; she then became Notts Forest LT346. In 1981, she was converted into the standby boat Notts Forest.

In December 1991, she was scrapped by Masterman Iron & Steel Ltd at Rainham in Kent.

IMO: 5258377.



OAKLEIGH

Built by Brooke Marine Shipyard at Lowestoft (yard No: 285), for the Wilronwood Fishing Co Ltd, as Wilronwood A546. The company was owned by George Wood (Aberdeen) Ltd.

She was launched on 7/3/1961 and completed in September 1961.

She had a length of 98ft and a beam of 22ft 7in. Her gross tonnage was 166 tons. She was powered by a 500bhp A.K diesels 4 stroke 5 cylinder diesel.

In 1978, the vessel was sold to Putford Enterprises Ltd. She was then converted into the standby vessel Oakleigh.

In 1992, she was sold to a Spanish owner in Vigo. In the same year, the vessel was arrested off the coast of Brazil, for smuggling drugs.

She was still listed in Lloyds register in 1999. However, she was scrapped sometime after that.

IMO: 5391686.



OCEAN BREEZE, shown as Ocean Breeze LT341

Built by J Chambers, Oulton Broad, Lowestoft (yard no: 563), for P. W. Watson & Sons Ltd of Lowestoft, as the steam drifter Ocean Breeze LT343.

She was launched in 1927 and completed in September 1927.

Her length was 90ft 6in; her beam was 20ft 1in. As built, her gross tonnage was 112 tons, and was powered by a 36nhp triple expansion steam engine.

On 4th September 1939, she was requisitioned by the Admiralty. Initially she was used as a contraband control vessel. She then took part in the Dunkirk evacuation in May 1940.

In September 1940, the Royal Navy used her as a boom drifter. In January 1942, she was employed as an LL sweep drifter specifically to destroy magnetic mines.

On 11th June 1943, she was acquired by the Ministry of War Transport for use as a minesweeping drifter; she was then assigned the pennant number of FY810.

In 1944, she was returned to her original owners. She then continued fishing as the steam drifter Ocean Breeze LT343.

On 20th September 1947, she was sold to Jackora (Lowestoft) Ltd. She then became Ocean Breeze LT341. After this she continued working as a drifter.

Although Lowestoft registered she was mainly based at Milford Haven until 1952. From 1952 until 1958, she was working out of Lowestoft.

In 1958, her steam engine was replaced by a 330bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. She was also converted to a side trawler at the same time.

After her conversion, she returned to Milford Haven to continue fishing until 1970. Her service as a standby vessel began on 23rd May 1970 and continued until 1974.

In 1974, she was sold to Greek owners who intended to convert her into a refrigerated stern trawler. She was deleted from the Lloyds register in 1988.

OFFICIAL NO: 149200.



OCEAN SCIMITAR

Built by Richard Ironworks Ltd of Lowestoft (yard no: 446), for Boston Deep Sea Fisheries Ltd of Lowestoft, as Boston Scimitar LT100.

She was launched on 12/1/59 and completed in April 1959.

She had a length of 92ft 2in and a beam of 22ft 4in. Her gross tonnage was 134 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

She was renamed Ocean Scimitar LT100, in 1974. In 1976, she was sold to Putford Enterprises. She was then converted into the standby boat Ocean Scimitar.

In 1984, she was renamed Putford Scimitar. She remained at Lowestoft until 1992.

In 1994, she was sold to owners in Barbados, who then converted her into a tourist sailing vessel and renamed her Jolly Roger II.

In 2002, she was sold to Cypriot owners, who kept the name Jolly Roger II. As of 2020, she was still active as the tourist sailing vessel Jolly Roger II.

IMO: 5049336.



OCEAN SURF, shown as Ocean Surf LT467

Built by Richard Ironworks Ltd of Lowestoft (yard no: 432), for Bloomfields Ltd of Great Yarmouth, as the drifter Ocean Surf YH107.

She was launched on 24/7/56 and completed in September 1956.

She had a length of 92ft 2in and a beam of 22ft 4in. Her gross tonnage was 131 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. In 1963, she was sold to Small & Co of Lowestoft, who converted her into a side trawler; this conversion included the fitting of a whaleback. After this she became Ocean Surf LT467.

In early 1968, she was used as a standby boat. In 1969, she was sold to South African owners.

However, her career in South Africa was very limited. As on 23rd July 1969, as a result of engine failure, she ran aground on the coast of Natal, and was declared a total loss.

OFFICIAL NO: 187906



OTTERBURN

Built by Henry Scarr Ltd of Hessle (yard no: 725), for the Friarage Steam Fishing Co Ltd of West Hartlepool, as St Hilda HL25.

She was launched on 6/4/1955 and completed in June 1955.

Her length was 102ft; her beam was 22ft. Her gross tonnage was 182 tons. She was powered by a 440bhp Crossley 2 stroke 6 cylinder diesel.

In May 1963, she was sold to Boston Deep Sea Fisheries Ltd of Lowestoft, who renamed her Boston Vulcan LT475.

In April 1972, she was bought by Safety ships Ltd of Aberdeen. She was then converted into the standby boat Otterburn.

She was scrapped at Blyth by H Kitson Vickers & Sons Ltd in February 1979.

IMO: 5422320.



PAGONA

Built by Cochrane & Sons Ltd, Selby (yard no: 1460), for Ross Trawlers Ltd of Grimsby, as Ross Hawk GY657. She was launched on 24/10/1960 and completed in May 1961.

Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by a 695bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In September 1969, she became part of the British United Trawlers fleet. After this, she was transferred to a succession of companies, within the group.

In 1976, she was converted into the standby boat Ross Hawk. She was briefly owned by George Craig & Sons Ltd in May 1982.

In June 1982, she was sold to Colne shipping Ltd, Lowestoft, and was then renamed Pagona.

She then continued as an oil rig rescue vessel, until she went for scrap at Bloors Wharf, Rainham, Kent on 13th March 1991

IMO: 5300417.



PARAMOUNT

Built by T Mitchison Ltd of Gateshead (yard no: 94), for P & J Johnstone of Aberdeen, as Paramount A309. She was launched on 29/7/1959 and completed in October 1959.

She had a length of 115ft 4in and a beam of 25ft 4in. Her gross tonnage was 250 tons. She was powered by a 760bhp Mirrlees 4 stroke 6 cylinder diesel.

In 1976, she was converted into the standby vessel Paramount. In 1984, she was sold to Putford Enterprises, and renamed Putford Eagle.

In 1986, she was reconverted back into a fishing vessel, and renamed Pitfufo A309.

In 1989, she was sold and renamed Grampian Avenger II. In 2005, she once again was named Pifufu A309. In 2008, she was renamed Sea Angel TN103. She was still listed as a fishing vessel in 2020. However, as there are no further details of her existence its most likely she was scrapped sometime previously.

IMO: 5270533.



PARTISAN

Built by T Mitchison Ltd of Gateshead (yard no: 95), for P & J Johnstone of Aberdeen, as Partisan A310. She was launched on 29/7/1959 and completed in October 1959.

She had a length of 115ft 4in and a beam of 25ft 4in. Her gross tonnage was 250 tons. She was powered by a 760bhp Mirlees 4 stroke 6 cylinder diesel.

She passed into the ownership of J Marr (Aberdeen) Ltd, in 1968. In 1975, she was converted into the standby vessel Partisan.

On 15th April 1983, she arrived at Hull for breaking up by A Draper & Sons Ltd.

IMO: 5270997.



PLATESSA, shown as Platessa LT205.

Built by East Anglian Constructors, for the Admiralty, as MFV1056. She entered into service in 1946. However, she was immediately surplus to requirements. She was a wooden hulled vessel, with a length of 88ft 7in and a beam of 24ft 3in. Her gross tonnage was 112 tons. She was powered by a 240bhp Crossley 4 cylinder diesel.

After completion in 1946, she was converted into a fisheries research vessel and renamed Platessa LT205.

After conversion she was operated by the Ministry of Agriculture, Fisheries and Food. She remained as a fisheries research vessel until 1967.

In 1968, she was sold to H J Lamprell Ltd. She was then used as an oil rig standby vessel until 1975. She was hulked in 1975.

Official No: 166701.



PORT VALE

Built by Goole Shipbuilding & Repairing Co Ltd (yard no: 508) for the Wendover Fishing Co Ltd (Consolidated Fisheries) of Grimsby, as Port Vale GY484.

She was launched on 29/7/1957 and completed in October 1957.

She was 138ft 8in long, with a 28ft 4in Beam. She was 427 gross tons. She was powered by a 1,000bhp Mirlees 4 stroke 8 cylinder diesel.

In 1978, she was sold to the Colne Fishing Co Ltd of Lowestoft; she then became Port Vale LT309. In 1981, she was converted into the standby boat Port Vale.

In February 1987, she was scrapped at Milton Creek by Liguria Maritime Ltd.

IMO: 5282653.



PRINCE PHILIP

Built in Aberdeen by Hall Russell Ltd (yard no: 905), for the Premier Steam Fishing Co Ltd of Fleetwood, as Prince Philip FD400.

She was launched on 23/5/1963 and completed in June 1963.

She had a length of 139ft 7 in and a beam of 29ft 4in. Her gross tonnage was 442 tons. She was powered by a 1,145bhp Werkspor 4 stroke 6 cylinder diesel. She became Prince Philip GY138, in 1968. In 1979, she was sold to the Onward Fishing Co of Grimsby; she was then converted into the standby boat Prince Philip.

In 1984, she was bought by Colne Shipping of Lowestoft. In May 1986, she was renamed Colne Hunter

In July 1991, she was scrapped by Masterman Iron & Steel at Rainham, Kent.

IMO: 5422162.



PUTFORD EAGLE

Built by T Mitchison Ltd of Gateshead (yard no: 94), for P & J Johnstone of Aberdeen, as Paramount A309. She was launched on 29/7/1959 and completed in October 1959.

She had a length of 115ft 4in and a beam of 25ft 4in. Her gross tonnage was 250 tons. She was powered by a 760bhp Mirlees 4 stroke 6 cylinder diesel.

In 1976, she was converted into the standby vessel Paramount. In 1984, she was sold to Putford Enterprises, and renamed Putford Eagle.

In 1986, she was reconverted back into a fishing vessel, and renamed Pitufo A309.

In 1989, she was sold and renamed Grampian Avenger II. In 2005, she once again was named Pifufo A309. In 2008, she was renamed Sea Angel TN103.

She was still listed as a fishing vessel in 2020. However, as there are no further details of her existence its most likely she was scrapped sometime previously.

IMO: 5270533.



PUTFORD FALCON, shown as Anna Christina.

Built by Richards Ironworks Ltd at Lowestoft (yard no: 435), for Small & Co Ltd of Lowestoft. She was launched as Suffolk Maid LT295, on 4/3/1957 and completed in May 1957.

Her length was 91ft 4in; her beam was 22ft 1in. Her gross tonnage was 130 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1970, she was sold to M J Wilson of Kirkcaldy, she became then Anna Christina KY338. In 1980, she was converted into a standby vessel, still with the name Anna Christina.

In 1984, she was sold to Putford Enterprises. She then became Putford Falcon. She remained as a standby vessel with this owner.

In 1993, she was converted into a sailing vessel called Jolly Roger 1. In 2020, she is still listed as active as a tourist passenger vessel in Barbados.

IMO: 5343184.



PUTFORD HARRIER

Built by Herd & Mackenzie, at Buckie (yard no: 174), for the Grampian Fishing Co Ltd, as Dreadnought A377. She was launched on 5/10/1959 and completed in February 1960.

She had a length of 93ft 8in and a beam of 22ft 4in. Her gross tonnage was 163 tons. She was powered by a 468bhp Ruston & Hornsby 4SA 6 cylinder diesel.

In 1970, she was sold to Putford Enterprises, who continued to operate her as a side trawler, until 1975.

In 1975, Putford Enterprises converted her to the oil rig standby vessel Dreadnought, and cancelled her fishing registration.

She continued with the name Dreadnought, until 1984, after which time she became Putford Harrier. She was operated as a standby vessel, until her sale in 2000.

She was still listed as active in 2020. However, as there are no further records of her existence, it's likely she was scrapped sometime previously.

IMO: 5093715.



PUTFORD MERLIN

Built by Brooke Marine of Lowestoft (yard no: 281 for Diesel Trawlers Ltd & W. H. Podd & Co Ltd of Lowestoft, as Mincarlo LT412.

She was launched 25/9/1961 and completed in April 1962.

She had a length of 98ft and a beam of 22ft 7in. Her gross tonnage was 166 tons. She was powered by a 500bhp AK Diesel 4 stroke 5 cylinder diesel engine.

In 1970, she was bought by Putford enterprises Ltd; she then continued fishing another 6 years. In 1976, she was converted into the standby boat Mincarlo 1976.

She became Putford Merlin, in 1984. In 1992, she was sold to the Lydia Eva trust, with the intention of preserving her as a museum ship.

Subsequently, she reverted back to her original as built condition, as Mincarlo LT412. As of 2020, she was based in Lowestoft as the floating museum trawler Mincarlo LT412.

IMO: 5235686.



PUTFORD OSPREY

Built by Henry Scarr Ltd of Hessle (yard no: 769), for William Carnie Ltd of Granton, as Granton Osprey GN19. She was launched on 27/2/1960 and completed in May 1960.

Her length was 108ft 7in; her beam was 24ft 1in. Her gross tonnage was 230 tons. As built, she was powered by a 720bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1977, she was sold to Putford Enterprises and then converted into a standby boat. In 1984, she became Putford Osprey. Her engine was also replaced by a 500bhp Ruston.

In 1993, she was sold to Portuguese owners, she was then renamed Ford Osprey. In the same year, she was wrecked, after running aground on the Portuguese coast.

IMO: 5135109.



PUTFORD PETREL

Built by Cochrane & Sons Ltd, Selby (yard no: 1458), for the Ministry of Agriculture, Food & Fisheries, Lowestoft, as the fisheries research trawler Clione LT421. She was launched on 24/8/1960 and completed in March 1961.

Her length was 135ft; her beam was 28ft. Her gross tonnage was 495 tons. She was powered by a 1,060bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In January 1987, she was sold to Putford Enterprises. After substantial conversion, she became the standby vessel Putford Petrel in 1988.

In 2000, she was sold to the Dutch Film Unit B.V. and William Barbour of Lowestoft. She was then converted to a yacht, and renamed Lynn G.

Although she was still listed as active in 2020, she was scrapped in the Netherlands sometime previously.

IMO: 5076119.



PUTFORD SCIMITAR

Built by Richard Ironworks Ltd of Lowestoft (yard no: 446), for Boston Deep Sea Fisheries Ltd of Lowestoft, as Boston Scimitar LT100.

She was launched on 12/1/59 and completed in April 1959.

She had a length of 92ft 2in and a beam of 22ft 4in. Her gross tonnage was 134 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. She was renamed Ocean Scimitar LT100, in 1974. In 1976, she was sold to Putford Enterprises. She was then converted into the standby boat Ocean Scimitar.

In 1984, she became the standby vessel Putford Scimitar. She remained at Lowestoft until 1992.

In 1994, she was sold to owners in Barbados, who then converted her into a tourist sailing vessel and renamed her Jolly Roger II.

In 2002, she was sold to Cypriot owners, who kept the name Jolly Roger II. As of 2020, she was still active as the tourist sailing vessel Jolly Roger II.

IMO: 5049336.



REWGA, shown as Rewga LT234.

Built by Richards Ironworks Ltd at Lowestoft (yard no: 256), for LT (1934) Ltd of Lowestoft as Rewga LT234. She was launched and completed in 1937. As built, her length was 75ft; her beam was 20ft 6in. Her gross tonnage was 81 tons. She was powered by a 150bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In 1947, she was sold to Gordon Claridge of Lowestoft. In 1949, she was transferred to the Colne Fishing Co Ltd of Lowestoft.

In 1955, she was lengthened to 82ft and her engine was replaced with a 220bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In the late 1960s, she was used as a standby boat. She was scrapped in October 1971.

OFFICIAL NUMBER: 163002



REWGA

Built by Richards Ironworks Ltd at Lowestoft (yard no: 431), for Bloomfield's Ltd of Great Yarmouth as Ocean Dawn YH77.

She was launched on 14/1/1956 and completed in February 1956.

Her length was 91ft 3in; her beam was 20ft 6in. Her gross tonnage was 131 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

She became Ocean Dawn LT466 in 1963. In 1969 she was sold to an owner in Anstruther. She then became Ocean Dawn KY371.

In 1984, she was sold to Colne shipping. She was then converted into the standby boat Rewga. She remained in use as a standby vessel until 1987.

She was sold to Swedish owners in 1988, who renamed her Ocean Dawn. Subsequently, she was converted into the motor yacht Ocean Dawn.

She was later sold to a Sandy and Debbie Robertson, who intended to convert her into a houseboat. She was still afloat in 2018, albeit in a derelict condition.

IMO: 5260253.



ROCKFISH

Built by Richard Dunston Ltd at Thorne (yard no: 928, for Claridge Trawlers Ltd of Lowestoft, as Rockfish LT244. She was launched on 29/6/1956 and completed in November 1956.

Her length was 94ft 5in; her beam was 21ft 6in. Her gross tonnage was 151 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

She became the standby vessel Kingfish in 1969. She was scrapped in 1986.

IMO: 5298248.



ROSS CORMORANT

Built by Cochrane & Sons Ltd, Selby (yard no: 1465), for Ross Trawlers Ltd of Grimsby, as Ross Cormorant GY665. She was launched on 3/1/1961 and completed in July 1961.

Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by an 857bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In 1978, she was transferred to British United Trawlers Ltd in Aberdeen. In 1979, she was converted into the standby vessel Ross Cormorant.

In June 1982, she was sold to Colne shipping Ltd in Lowestoft. She then became the standby boat Dominica. She continued to work as a standby boat, until 1990.

With no further roles for the vessel, she was delivered for scrapping at Bloors Wharf, Rainham, Kent on 12/3/1991.

IMO: 5091896.



ROSS CURLEW, shown as Ross Curlew GY692

Built by Cochrane & Sons Ltd, Selby (yard no: 1469), for Ross Trawlers Ltd of Grimsby, as Ross Curlew GY692. She was launched on 24/11/1961 and completed in May 1961. Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by an 857bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In 1969, she was owned by British United Trawlers group. In 1978, she was transferred to British United Trawlers Ltd in Aberdeen. In May 1981, she was sold to Colne shipping Ltd in Lowestoft. She was then converted into the standby vessel Ross Curlew. She was renamed Anegada in 1982. She was used as a standby vessel, until 1990. After this, she was delivered for scrapping at Bloors Wharf, Rainham, Kent on 10/8/1991.

IMO: 5300364.



ROSS EAGLE

Built by Cochrane & Sons Ltd, Selby (yard no: 1459), for Ross Trawlers Ltd of Grimsby, as Ross Eagle GY656. She was launched on 22/9/1960 and completed in April 1961. Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by an 857bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In September 1969, she became part of the British United Trawlers fleet. In 1975, she was converted to undertake duties as an oil rig rescue vessel. In 1982, she was sold to Colne in Lowestoft, who renamed her Inagua. She continued as an oil rig rescue vessel, until she was scrapped at Bloors Wharf, Rainham, Kent in January 1992.

IMO: 5300376.



ROSS HAWK

Built by Cochrane & Sons Ltd, Selby (yard no: 1460), for Ross Trawlers Ltd of Grimsby, as Ross Hawk GY657. She was launched on 24/10/1960 and completed in May 1961. Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by a 695bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In September 1969, she became part of the British United Trawlers fleet. After this, she was transferred to a succession of companies, within the group.

In 1976, she was converted into the standby boat Ross Hawk. She was briefly owned by George Craig & Sons Ltd in May 1982.

In June 1982, she was sold to Colne shipping Ltd, Lowestoft, and was then renamed Pagona.

She then continued as an oil rig rescue vessel, until she went for scrap at Bloors Wharf, Rainham, Kent on 13th March 1991

IMO: 5300417.



ROSS HERON, shown as Ross Heron GY693

Built by Cochrane & Sons Ltd, Selby (yard no: 1468), for Ross Trawlers Ltd of Grimsby, as Ross Heron GY693. She was launched on 25/10/1961 and completed in April 1962. Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by a 695bhp Ruston & Hornsby 4 stroke 5 cylinder diesel. In July 1969, she became part of the British United Trawlers fleet. After this, she was transferred to a succession of companies, within the group. In 1978, she was transferred to British United Trawlers Ltd in Aberdeen. In 1979, she was partially converted for use as a standby boat. In August 1981, she was sold to Colne shipping Ltd, Lowestoft, and was then fully converted into the standby vessel Mustique. She then continued to be used as an oil rig rescue vessel, until she went for scrap at Bloors Wharf, Rainham, Kent on 10th August 1991.

IMO: 5300429.



ROSS KASHMIR

Built by Cochrane & Sons Ltd, Selby (yard no: 1422), for Derwent Trawlers Ltd of Grimsby, as Kashmir GY42. She was launched on 18/2/1957 and completed in September 1957. Her length was 139ft 7in; her beam was 28ft 5in. Her gross tonnage was 448 tons. As built, she was powered by an 800ihp triple expansion steam engine. She became Ross Kashmir GY43 in 1962. Later in the same year, she became Ross Kashmir GY122. In 1967, her steam engine was replaced by a 1,440bhp Ruston & Hornsby 4 stroke 6 cylinder diesel engine. Her length was also increased to 162ft 7in. In 1968, she became Ross Kashmir GY122. In 1969, she was owned by British United Trawlers group. In 1978, she was transferred to British United Trawlers Ltd in Aberdeen. In 1982, after being laid up for a number of years, she was converted into the standby vessel Ross Kashmir. In May 1982, she was sold to George Craig & Sons Ltd of Aberdeen; she was later renamed Grampian Fame. In 1987, she was sold to Greenpeace. In 1989, after a long period of conversion, she re-entered service as the schooner rigged research vessel Rainbow Warrior. In 2011, she was converted into a Hospital ship and renamed Rongdhonu. In 2020, she was still in service.

IMO: 5300481.



ROSS KELLY

Built by Cochrane & Sons Ltd, Selby (yard no: 1408), for Derwent Trawlers Ltd of Grimsby, as the steam powered Kelly GY6. She was launched on 19/9/1955 and completed in March 1956. She was 139ft 7in long, with a 28ft 5in. Her gross tonnage was 448 tons. In 1962, she became Ross Kelly GY6. In 1966, she was converted to diesel power, with the installation of a 1,440bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. She was also lengthened by 23ft. In 1968, she became Ross Kelly GY125. In 1969, she was owned by British United Trawlers group. In 1978, she was transferred to British United Trawlers Ltd in Aberdeen. In 1981, she became the standby boat Ross Kelly. In 1982, she was sold to Colne shipping, and was then was renamed Caicos. She was also allocated the Lowestoft fishing registration LT125. However, there was no record of her ever fishing with this registration. She was fully converted to a standby vessel in 1983. She was scrapped by Liguria Maritime Ltd at Milton Creek, Sittingbourne, Kent, in 1987.

IMO: 5300493.



ROSS KELVIN

Built by Cochrane & Sons Ltd, Selby (yard no: 1431), for Derwent Trawlers Ltd of Grimsby, as the steam powered Kelvin GY60. She was launched on 21/4/1958 and completed in September 1958. She was 139ft 7in long, with a 28ft 5in beam. She was 448 gross tons. In 1962, she became Ross Kelvin GY60. In 1966, her steam engine was replaced with a 1,440bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. She was also lengthened to 167ft 7in. Her tonnage increased to 469 gross tons. In 1969, she was owned by British United Trawlers group. In 1978, she was transferred to British United Trawlers Ltd in Aberdeen. In 1981, she became the standby boat Ross Kelvin. In 1982, she was sold to Colne shipping, and then renamed Nevis. She was scrapped by Liguria Maritime Ltd at Milton Creek, Sittingbourne, Kent, in October 1987.

IMO: 5300508.



ROSS KESTREL as Ross Kestrel GY658

Built by Cochrane & Sons Ltd, Selby (yard no: 1461), for Ross Trawlers Ltd of Grimsby, as Ross Kestrel GY658. She was launched on 21/11/1960 and completed in June 1961. Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by an 857bhp Ruston & Hornsby 4 stroke 5 cylinder diesel. In 1969, she was owned by British United Trawlers. On 27th May 1973, while fishing a few miles east off Fair Isle, a live torpedo was brought onboard with the trawl. It was felt at the time that it would be safer to leave it onboard, for disposal at Granton, rather than return it to the sea. Unfortunately, the torpedo exploded and Chief Engineer Robert Clements and 2nd engineer James Maruszczak were both killed.

In 1975, she was converted into the standby vessel Ross Kestrel.

She continued in service as a standby boat, until she went for scrap, on 21st November 1979.

IMO: 5300510.



ROSS KHARTOUM

Built by Cochrane & Sons Ltd, Selby (yard no: 1425), for Derwent Trawlers Ltd of Grimsby, as Khartoum GY47. She was launched on 29/6/1957 and completed in January 1958. She was 139ft 5in long, with a 28ft 5in. Her gross tonnage was 422 tons. She was powered by a 1,170bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. In 1962, she became Ross Khartoum GY47. In 1963, her length was increased to 163ft. This increased her gross tonnage to 506 tons. In 1968, she became Ross Khartoum GY120. In 1969, she was owned by British United Trawlers group. In February 1978, she became the standby boat Ross Khartoum. She was based in Aberdeen. On 19th December 1980, she ran aground on the beach, 8 miles north of Aberdeen. She was scrapped on the beach, in 1981.

IMO: 5300522.



ROSS KIPLING, shown as Ross Kipling GY126

Built by Cochrane & Sons Ltd, Selby (yard no: 1417), for Derwent Trawlers Ltd of Grimsby, as Kipling GY38. She was launched on 22/10/1956 and completed in April 1956. Her length was 139ft 7in; her beam was 28ft 5in. Her gross tonnage was 448 tons. As built, she was powered by an 800ihp triple expansion steam engine. She became Ross Kipling GY38 in 1962. In 1966, her steam engine was replaced by a 1,440bhp Ruston & Hornsby 4 stroke 6 cylinder diesel engine. Her length was also increased to 162ft 7in. This addition to her length increased her gross tonnage to 489 tons. In 1968, she became Ross Kipling GY126. In 1969, she was owned by British United Trawlers group. In 1978, she was transferred to British United Trawlers Ltd in Aberdeen. In 1982, after being laid up for a number of years, she was converted into the standby vessel Ross Kipling. In May 1982, she was sold to George Craig & Sons Ltd of Aberdeen; later she then became the standby vessel Grampian Freedom. She was scrapped in 1991.

IMO: 5300534.



ROSS KITTIWAKE

Built by Cochrane & Sons Ltd, Selby (yard no: 1467), for Ross Trawlers Ltd of Grimsby, as Ross Kittiwake GY678. She was launched on 1/6/1961 and completed in December 1961. Her length was 109ft 8in; her beam was 24ft 10in. Her gross tonnage was 288 tons. She was powered by an 857bhp Ruston & Hornsby 4 stroke 5 cylinder diesel. In 1978, she was transferred to British United Trawlers in Aberdeen. In 1979, she was converted into the standby vessel Ross Kittiwake. In June 1982, she was sold to Colne shipping Ltd in Lowestoft, she was then renamed Desirade. She continued in service as a standby boat, until she went for scrap at Bloors Wharf, Rainham, Kent, on 6th September 1991.

IMO: 5300546.



ROSS MALLARD

Built by Cochrane & Sons Ltd, Selby (yard no: 1478), for Ross Trawlers Ltd of Grimsby, as Ross Mallard GY699. She was launched on 6/4/1962 and completed in August 1962. Her length was 110ft 3in; her beam was 24ft 10in. Her gross tonnage was 266 tons. She was powered by a 785bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. She was owned by 4 different Grimsby owners until 1971. She then went to British United Trawlers at Granton in August 1971. In 1977, she was transferred to the Strathcoe fishing Co of Aberdeen. In 1978, she was owned by British United Trawlers (Scotland) Ltd, Aberdeen. In 1980, she briefly became the standby vessel Ross Mallard. In 1980, she was sold to Colne shipping Ltd, Lowestoft, and was renamed Bermuda. She went for scrapping at Hull, on 27th April 1991. However, she was resold to Captain D Potter of Hull, in August 1991, and converted into a salvage vessel. She worked for a further 2 years as a salvage vessel, until she finally went for scrap at Bloors Wharf, Rainham, Kent, in October 1993.

IMO: 5300584.



ROTHA

Built by Richards Ironworks Ltd at Lowestoft (yard no 255), for LT (1934) Ltd of Lowestoft, as Rotha LT208. She was launched and completed in 1937. As built, her length was 78ft; her beam was 21ft. Her gross tonnage was 78 tons. She was powered by a 150bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In 1941, she was renamed Elfin and used by the Royal Navy, for harbour duties. In 1947, she was sold to Gordon Claridge of Lowestoft.

Once again, she resumed fishing as Rotha LT208. In 1949 she was transferred to the Colne Fishing Co Ltd of Lowestoft.

In 1955, she was lengthened to 82ft and her engine was replaced with a 220bhp Ruston & Hornsby 4 stroke 5 cylinder diesel. Her tonnage increased to 81 gross tons.

In 1976, she was converted into the standby boat Rotha. She was scrapped in July 1986.

OFFICIAL NUMBER: 162996.



SALTROU

Built by John Lewis & Sons of Aberdeen (yard no 293), for the Clova Fishing Co Ltd, as Clova A417. She was launched 2/2/1960 and completed in April 1960.

Her length was 121ft, and her beam was 25ft 10in. Her gross tonnage was 281 tons. She was powered by a 700bhp Polar 2 stroke 4 cylinder diesel.

She continued fishing with the Clova Fishing Company, until 1975. After which, she was converted into a standby vessel.

In 1982 she was sold to Colne Shipping Ltd of Lowestoft. She then became the standby vessel Saltrou. In 1987, she was sold to Putford and then renamed Dawn Saviour.

In 1993, she was sold to Marine Industries & Investment Ltd of Israel. She was then renamed Sea Guard, and continued to be used as a standby boat.

As of 2020, she was listed on Marine Traffic. However, as there are no further details of her existence, she was likely scrapped sometime previously.

IMO: 5076195.



SAMARIAN, shown as Samarian GY445

Built by Cochrane & Sons Ltd, Selby (yard no: 1418), for the Onward Steam Fishing Co Ltd of Grimsby, as Samarian GY445.

She was launched on 20/11/1956 and completed in May 1957.

Her length was 127ft 7in; her beam was 26ft 7in. Her gross tonnage was 331 tons. She was powered by a 950bhp British Polar 5 cylinder diesel.

In October 1976, she was sold to Colne Fishing Co Ltd of Lowestoft. She then became Samarian LT545. In 1977, she was converted to the standby vessel Samarian.

Later in 1977, she developed serious engine problems, while she was off the Shetland Islands. As a result she had to be towed back to Lowestoft.

After being laid up for 2 years, she was scrapped at Grimsby in September 1979.

IMO: 5308598.



SAWFISH

Built by Richard Dunston Ltd at Thorne (yard no: 994, for Claridge Trawlers Ltd of Lowestoft, as Sawfish LT66. She was launched on 19/12/1958 and completed in June 1959. Her length was 94ft 5in; her beam was 21ft 6in. Her gross tonnage was 153 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. In 1976, she became the standby vessel Kingfish. In 1987, she was sold to Spanish owners. She then resumed fishing as Sawfish LT375. She was scrapped in Spain in 1994.

IMO: 5314896.



SCAMPTON

Built by Henry Scarr Ltd of Hessle (yard no: 776), for Peter Sleight Trawlers Ltd of Grimsby, as Scampton GY166. She was launched on 2/1/1961 and completed in March 1961. Her length was 108ft 6in; her beam was 24ft 1in. Her gross tonnage was 232 tons. As built, she was powered by a 622bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1966, her engine was replaced by a 655bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1975, she was sold to Colne fishing, and then became Scampton LT110. In 1981, she was converted into the standby vessel Scampton. She was scrapped in September 1991.

IMO: 5315058.



SHERIFFMUIR

Built by Henry Scarr Ltd of Hessle (yard no: 685), for the West Hartlepool Steam Navigation Co Ltd, as Sheriffmuir LT313.

She was launched on 4/9/1952 and completed in November 1952.

Her length was 102ft; her beam was 22ft. Her gross tonnage was 180 tons. She was powered by a 350bhp Crossley 2 stroke 6 cylinder diesel. In October 1972, she was bought by Safety ships Ltd of Aberdeen. By early 1973, she had been converted into the standby boat Sherrifmuir.

She ran aground on Balmedie Beach, North of Aberdeen on 1st October 1976. She was eventually scrapped, on the beach in August 1983.



SILVERFISH

Built by Richard Dunston Ltd at Thorne (yard no: 1049, for Claridge Trawlers Ltd of Lowestoft, as Silverfish LT136. She was launched on 18/11/1960 and completed in June 1961. Her length was 94ft 3in; her beam was 21ft 6in. Her gross tonnage was 153 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. In 1977, she became the standby vessel Kingfish. In 1987, she was sold to Spanish owners. She then resumed fishing as Silverfish LT136. She was renamed Antoxo in 1989. She was wrecked in 1991.

IMO: 5328328.



SOUTHLEIGH

Built by Richards Ironworks Ltd at Lowestoft (yard no: 417), for Small & Co Ltd of Lowestoft, as the drifter Young Duke LT387.

She was launched on 24/8/1953 and completed on 19th September 1953.

Her length was 87ft 8in; her beam was 20ft 6in. Her gross tonnage was 115 tons. She was powered by a 300bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

Originally she was built as a drifter. However, in 1966, she was converted into a side trawler; this conversion included the fitting of a whaleback.

In 1969, she was sold to a James Corson. She then continued fishing as Spes Aurea KY377. In 1973, she was sold to Putford Enterprises and then became Southleigh KY377.

Although Kirkcaldy registered, she continued fishing from Lowestoft until 1977. After which time she was converted into the standby boat Southleigh.

She continued as the standby boat Southleigh until 1987. After which she was converted into the dive support vessel Eurodive 1.

In 1997, she became Falcon. Falcon II in 1998. Oceanic J in 1999. Chrisoula in 2004. Slieve Bloom Later in 2004. Then in 2006, she was once again Falcon II.

She is still listed in 2020. However, there is no confirmation of her continued existence.

IMO: 5396442.



SPEARFISH, shown as Spearfish LT232

Built by Richard Dunston Ltd at Thorne (yard no: 927, for Claridge Trawlers Ltd of Lowestoft, as Spearfish LT232. She was launched on 19/12/1955 and completed in April 1956.

Her length was 94ft 5in; her beam was 21ft 6in. Her gross tonnage was 151 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1971, she became the standby vessel Kingfish. In 1983, she collided with another vessel in the English Channel.

The collision left her as a danger to shipping. As a result, she was sunk by the Royal Navy.

IMO: 5336430.



SPURS

Built by Goole Shipbuilding & Repairing Co Ltd (yard no: 533) for the Wendover Fishing Co Ltd (Consolidated Fisheries) of Grimsby, as Spurs GY697.

She was launched on 2/6/1962 and completed in July 1962.

She was 139ft 9in long, with a 28ft 5in Beam. She was 439 gross tons. She was powered by a 1,120bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1979, she was sold to the Huxley Fishing Co Ltd of Grimsby. In 1981, she was converted into the standby boat Spurs.

In July 1991, she was scrapped at Rainham, Kent by Masterman iron & Steel Ltd.

IMO: 5337264.



SSAFA

Built by Goole Shipbuilding & Repairing Co Ltd (yard no: 509) for Boston Deep Sea Fisheries Ltd., Fleetwood, as SSAFA FD155.

She was launched on 26/10/1957 and completed in January 1958.

She was 138ft 8in long, with a 28ft Beam. She was 426 gross tons. She was powered by a 1,000bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1975, she was sold to the Huxley Fishing Co Ltd. She then became SSAFA LT73. In 1977, she was converted into the standby boat SSAFA.

She was scrapped in July 1987 by Liguria Maritime Ltd at Milton Creek.

IMO: 5337484.



ST ANNE

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 981), for Lord Line Ltd of Hull, as Lord St Vincent H261.

She was launched on 9/3/1962 and completed on 12/9/1962.

Her length was 163ft 7in; her beam was 30ft 6in. Her gross tonnage was 594 tons. She was powered by a 1,400bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1980, she was bought by the Colne Fishing Co Ltd of Lowestoft. She was then converted into the standby vessel St Anne. She remained with Colne for 12 years.

She continued to be used as the standby boat St Anne, until 1999. After which time, she became the standby vessel Veesa Hawk.

In 2001, she was converted to a sailing vessel and renamed Hawk 1. She was scrapped in February 2010.

IMO: 5212115.



ST DAVIDS

Built by Cook, Welton & Gemmell Ltd at Beverley (yard no: 982) for Northern Trawlers Co Ltd of Grimsby, as Northern Gift GY704.

She was launched on 5/4/1962 and completed in October 1962.

She was 163ft 7in long, with a 30ft 6in Beam. She was 576 gross tons. She was powered by a 1,400bhp Mirrlees 4 stroke 8 cylinder diesel. In December 1980, she was sold to the Dagon Fishing Co Ltd of Lowestoft. She was then converted into the standby vessel St Davids by 1981.

She was scrapped in July 1987, by Liguria Maritime Ltd at Milton Creek in Kent.

IMO: 5257323.



ST ELIZABETH

Built by Cook, Welton & Gemmell Ltd at Beverley (yard no: 980) for Northern Trawlers Co Ltd of Grimsby, as Northern Reward GY694.

She was launched on 9/1/1962 and completed on 20/7/1962.

She was 163ft 7in long, with a 30ft 6in Beam. She was 576 gross tons. She was powered by a 1,400bhp Mirrlees 4 stroke 8 cylinder diesel.

In February 1980, she was sold to Colne Shipping Co Ltd. After an extensive conversion, she became the standby vessel St Elizabeth in 1982. She remained with Colne until July 1992.

She continued to operate as a standby vessel with various owners, throughout the 90s. She was renamed Veesa Eagle in 1998. She was scrapped in Denmark in 2003.

IMO: 5257476.



ST JAMES

Built by Vospers Ltd of Portsmouth, as Boston Vanguard GY421, for the St Andrews Steam Fishing Co Ltd of Grimsby. She was launched and completed on 1957. She was 115ft long, with a 26ft Beam. She was 245 gross tons. She was powered by a 760bhp Mirrlees 4 stroke 6 cylinder diesel. In 1962, she was sold to French owners, who renamed her Imprevu LR5003. In 1965, she was brought by Kittiwake Ltd, who renamed her Suffolk Enterprise LT492. In 1974, she was sold to Claridge Trawlers Ltd. She then became St James LT492. In 1980, she was converted into the standby vessel St James. She was sold for scrap in July 1986. On 21st August 1986, she left Lowestoft for delivery to the ship breakers.

IMO: 5159715.



ST KITTS

Built by C D Holmes and Co Ltd of Beverley (yard no: 986), for Heward Trawlers Ltd, London, as Ella Hewett LO94. She was launched on 4/12/1963 and completed in March 1964. Her length was 164ft; her beam was 30ft 5in. Her gross tonnage was 567 tons. She was powered by a 1,280bhp Mirrlees 4 stroke 6 cylinder diesel. In 1978, she was sold to Claridge Trawlers Ltd (Colne). She arrived in Lowestoft on 2/11/78. After this she was converted to the standby vessel St Kitts. In 1993, she was sold to a succession of owners, for continued use as a standby boat. During this time she retained her name of St Kitts. However, she spent most of her remaining years laid up, until she was scrapped at Inverkeithing in February 2002.

IMO: 6401701.



ST LOUIS

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 979), for Lord Line Ltd of Hull, as Lord Jellicoe H228. She was launched on 9/3/1962 and completed on 12/9/1962. Her length was 163ft 7in; her beam was 30ft 6in. Her gross tonnage was 594 tons. She was powered by a 1,400bhp Mirrlees 4 stroke 8 cylinder diesel. In 1963, she was became Lord Jellicoe GY709. In March 1966, she was owned by Northern Trawlers of Grimsby. In June 1971, she was owned by Ross Trawlers. In February 1981, she was bought by Colne Shipping Ltd of Lowestoft. She was then converted into the standby vessel St Louis. In 1980, she was bought by the Colne Fishing Co Ltd of Lowestoft. She was then converted into the standby vessel St Louis. She remained with companies who were part of the Colne group and continued to be used as the standby boat St Louis until 1995. In 2000, she was sold to Swedish owners and converted into the motor yacht St Louis. She was still listed as St Louis, in 2020.

IMO: 5211977.



ST LUCIA

Built by Henry Scarr Ltd of Hessle (yYard no: 772), for the Dagon Fishing Co Ltd & G D Claridge of Lowestoft, as St Lucia LT362.

She was launched on 3/3/1961 and completed in June 1961.

Her length was 113ft 7in; her beam was 25ft 7in. Her gross tonnage was 254 tons. As built, she was powered by an 845bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In February 1980, she was converted into the standby vessel St Lucia. She was sold for scrap in June 1991.

IMO: 5306318.



ST LUKE

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 963), for Heward Trawlers Ltd of London & Fleetwood, as Robert Hewett LO65.

She was launched on 22/11/1960 and completed in March 1961.

Her length was 164ft; her beam was 30ft 5in. Her gross tonnage was 567 tons. She was powered by a 1,168bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1978, she was sold to Claridge Trawlers Ltd (Colne). She arrived in Lowestoft on 26/10/78. After this she was converted to the standby vessel St Luke.

In 1992, she was sold to a succession of owners, for continued use as a standby boat. During this time she retained her name of St Luke.

In 1998, she was renamed Veesea Merlin. She was scrapped at Inverkeithing in August 2001.

IMO: 5297622.



ST MARK

Built by John Lewis & Sons Ltd, Aberdeen (yard no: 294), for the Iago Steam Trawling Co, as Captain Foley LO33. She was launched on 24/3/1960 and completed in November 1960.

She had a length of 139ft 8in and a beam of 26ft 1in. Her gross tonnage was 434 tons. She was powered by a 1,230bhp British Polar 2 stroke 6 cylinder diesel.

She was renamed Boston Tristar GY210 in 1972. In 1976, she was sold to the Colne Fishing Co Ltd, and renamed St Mark LT327.

In 1980, she was fully converted into the standby vessel St Mark.

She sank in the North Sea on 6th August 1990. The sinking was the result of a collision with an unlit towed barge.

IMO: 5062792.



ST MARTIN

Built by Henry Scarr Ltd of Hessle (yard no: 773), for the Colne Fishing Co Ltd & G D Claridge of Lowestoft, as St Martin LT376.

She was launched on 12/5/1961 and completed in August 1961.

Her length was 113ft 7in; her beam was 25ft 7in. Her gross tonnage was 254 tons. As built, she was powered by an 845bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. In 1977, she was converted into the standby vessel St Martin. On 10/1/1991, while on standby duties for a jack up in the Southern North Sea, she collided with leg of the jack up. Due to severe damage she sank in 6 minutes. Fortunately, all her crew were able to abandon ship and were rescued quickly.

IMO: 5306394.



ST MATTHEW

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 964), for J. Marr & Son Ltd, as Starella H219. She was launched on 10/6/1960 and completed in October 1960.

Her length was 165ft; her beam was 30ft 5in. Her gross tonnage was 606 tons. She was powered by a 1,304bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1969, she was transferred to Fleetwood. Although she was based in Fleetwood for the next 4 years, she retained her Hull registry.

In 1975, she was sold to Boyd Line of Hull and was then renamed Arctic Rebel H219. In 1979, she was sold to the Huxley Fishing Co Ltd of Lowestoft.

She was then converted to the standby boat St Matthew. On 16th December 1986, she arrived at Milford Haven for scrapping.

IMO: 5338919.



ST PAUL

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 968), for Boyd Line Ltd of Hull, as Arctic Vandal H344. She was launched on 15/6/1961 and completed on 14/11/1961.

Her length was 163ft 7in; her beam was 30ft 6in. Her gross tonnage was 594 tons. She was powered by a 1,400bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1979, she was sold to the Huxley Fishing Co Ltd of Lowestoft. She was then converted to the standby boat St Paul.

In 1990, she was transferred to Colne shipping, where she remained until 1996. She was then sold for continued use as a standby vessel, until she was scrapped in 2006

IMO: 5022481.



ST ROSE

Built by Cochrane & Sons Ltd, Selby (yard no: 1346), for Milford Steam Trawling Co Ltd of Milford Haven, as Milford Duke M3.

She was launched on 15/3/1949 and completed in September 1949. She was 145ft long, with a 25ft 7in beam. Her gross tonnage was 363 tons.

As Built, she was powered by 1,050bhp Ruston 4 stroke 8 cylinder diesel. In March 1955, she was sold to French owners, who renamed her Jean Vauquelin DI1593. In 1968, she was bought by Claridge trawlers of Lowestoft. She then became St Rose LT82. In 1974, her engine was replaced by a 1,350 Ruston Paxman 6 cylinder diesel.

She continued fishing until 1981. After which she was laid up for 4 years. In early 1985, she was converted into the standby vessel St Rose.

In March 1985, she was renamed Unda. However, her career as Unda was short lived as her engine was removed in May 1985. She then went for scrap in July 1985.

IMO: 5171206.



STOIC

Built by Richards Ironworks Ltd (yard no: 410), for Bloomfield's Ltd of Great Yarmouth as Ocean Starlight YH61. She was launched on 4/9/1952 and completed in October 1952.

Her length was 95ft 6in; her beam was 20ft 6in. Her gross tonnage was 114 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1963, she became Ocean Starlight LT465. In 1967, she was renamed Neptunus KW38. In 1970, she was used as a standby boat in the Dutch sector, there she was called Dolfijn.

She then came back to Lowestoft in 1972, and resumed fishing as the Stoic LT465. In 1976, she was converted into the standby boat Stoic.

In 1981, she was renamed Dawn Spray. In 1987, she resumed fishing as Dawn Spray LT465. She was scrapped in 1995.

IMO: 5260576.



SUFFOLK CHALLENGER

Built by Appledore Shipbuilders Ltd (yard no: 55), for Small & Co Ltd of Lowestoft as Suffolk Challenger LT555. She was launched on 18/3/1968 and completed in May 1968.

Her length was 125ft 8in; her beam was 25ft 10in. Her gross tonnage was 255 tons. She was powered by a 1,100bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1980, she was converted into the standby vessel Suffolk Challenger. In 1986, she was sold to Spanish owners. She then resumed fishing in 1986, as Suffolk Challenger LT373.

In 1987, she was renamed Jer Dos. In 1995, she again became Suffolk Challenger LT373.

In 2011, she was sold to Tunisian owners and renamed Marsak. Subsequently, she was allowed to become derelict in the port of Tabarka, Tunisia.

IMO: 6811102.



SUFFOLK CHIEFTAIN

Built by Appledore Shipbuilders Ltd (yard no: 56), for Small & Co Ltd of Lowestoft as Suffolk Chieftain LT556. She was launched on 25/4/1968 and completed in June 1968.

Her length was 125ft 8in; her beam was 25ft 10in. Her gross tonnage was 255 tons. She was powered by a 1,100bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1980, she was converted into the standby vessel Suffolk Chieftain. In 1986, she was sold to Anglo Spanish owners. She then resumed fishing in 1986, as Suffolk Chieftain LT372.

She then continued fishing with various Anglo Spanish owners as Suffolk Chieftain LT372. In 2020, she was still fishing as Suffolk Chieftain.

IMO: 6815304.



SUFFOLK CRUSADER

Built by Appledore Shipbuilders Ltd (yard no: 57), for Small & Co Ltd of Lowestoft as Suffolk Crusader LT557. She was launched on 24/10/1968 and completed in December 1968.

Her length was 125ft 8in; her beam was 25ft 10in. Her gross tonnage was 255 tons. She was powered by a 1,100bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1982, she was converted into the standby vessel Suffolk Crusader. In 1987, she was sold to Anglo Spanish owners. She then resumed fishing in 1987, as Suffolk Crusader LT350.

In 1991, she was renamed Regina LT350. In 1994, she became North Sea Coast LT350. In 1997, she became North Sea Coast AR350. She was scrapped in 2013.

IMO: 6829123.



SUFFOLK ENDEAVOUR

Built by Appledore Shipbuilders Ltd (yard no: 39), for Small & Co Ltd of Lowestoft as Suffolk Endeavour LT789. She was launched on 16/11/1967 and completed in January 1968.

Her length was 125ft 8in; her beam was 25ft 10in. Her gross tonnage was 255 tons. She was powered by a 1,100bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1976, she was used as the standby vessel Suffolk Endeavour. In 1977, she resumed fishing as Suffolk Endeavour LT264.

In 1980, she was fully converted into the Standby vessel Suffolk Endeavour. She continued in this role until 1987.

In 1987, she was sold to Anglo Spanish Owners. She then resumed fishing, as Suffolk Endeavour LT374. She went for scrap on 10th September 2008.

IMO: 6801559.



SUFFOLK SENTINEL

Built by Appledore Shipbuilders Ltd (yard no: 32), for the East Anglian Ice & Cold Storage Co Ltd of Lowestoft as Constance Banks LT979. She was launched on 22/5/1967 and completed in July 1967. Her length was 125ft 8in; her beam was 25ft 10in. Her gross tonnage was 255 tons. She was powered by a 1,100bhp Ruston & Hornsby 4 stroke 6 cylinder diesel. In 1982, she was converted into the standby vessel Suffolk Sentinel. In 1986, she was sold to Anglo Spanish owners. She then resumed fishing in 1986, as Suffolk Sentinel LT348. In 1992, she was renamed North Coast AR96. As of 2020, she was listed on Marine Traffic. However, as there are no further details of her existence, she was likely scrapped sometime previously.

IMO: 6717241.



SUFFOLK VENTURER

Built by Appledore Shipbuilders Ltd (yard no: 33), for Small & Co Ltd of Lowestoft as Suffolk Venturer LT777. She was launched on 22/6/1967 and completed in September 1967. Her length was 125ft 8in; her beam was 25ft 10in. Her gross tonnage was 255 tons. She was powered by a 1,100bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1982, she was converted into the standby vessel Suffolk Venturer. She continued to operate as a standby vessel until 1986.

After 1986, she resumed fishing as Suffolk Venturer LT349, under the ownership of various Anglo Spanish owners. In 1993, she was renamed South Coast AR95. In 2004, she was sold to Lamarck Enterprises S.A of Panama and renamed Grand Sol. In 2007, she sold to Trianon Business S.A of Freetown. She was then renamed Gorilero.

As of 2020, she was listed on Marine Traffic. However, as there are no further details of her existence, she was likely scrapped sometime previously.

IMO: 6719419.



SUMMERLEE

Built by John Lewis & Sons Ltd of Aberdeen (Yard no: 244), for William Liston Ltd of Leith, as Summerlee LH65. She was launched on 24/4/1956 and completed in August 1956. She had a length of 115ft 4in and a beam of 25ft 4in. Her gross tonnage was 274 tons. She was powered by a 640bhp British Polar GMB7 2 stroke 4 cylinder diesel.

In 1963, she was sold to Craig Stores Ltd of Aberdeen. She then became Summerlee A577.

In 1974, she passed into the ownership of British United Trawlers (Aberdeen) Ltd. At some point after this, she was used as a standby vessel. She was sold for scrap in 1978. On 10th December 1978 breaking commenced at Bo'ness by P & W MacLellan.

IMO: 5344217.



THESSALONIAN

Built by Cochrane & Sons Ltd, Selby (yard no: 1398), for Sir Thomas Robinson & Son (Grimsby) Ltd, as Thessalonian GY112.

She was launched on 2/7/1954 and completed in January 1955.

Her length was 117ft 7in; her beam was 25ft 2in. Her gross tonnage was 254 tons. She was powered by a 640bhp British Polar 6 cylinder diesel. In October 1976, she was sold to Dagon Fishing Co Ltd of Lowestoft. She then became Thessalonian LT272. In 1977, she was converted to a standby vessel. After conversion, she briefly operated as Thessalonian. Later in 1977, she was renamed Martinique. She was scrapped in January 1987.

IMO: 5358787.



TIBERIAN, shown as Tiberian GY673

Built by Cochrane & Sons Ltd, Selby (yard no: 1464), for Sir Thomas Robinson & Son (Grimsby) Ltd, as Tiberian GY673.

She was launched on 2/5/1961 and completed in November 1961.

Her length was 122ft 9in; her beam was 25ft 10in. Her gross tonnage was 302 tons. She was powered by a 790bhp Brons 2 stroke 12 cylinder diesel.

In October 1976, she was sold to Dagon Fishing Co Ltd of Lowestoft. She then became Tiberian LT273.

In 1977, she was converted to the standby vessel Tiberian. In August 1978, she was sold to Small & Co Ltd. She then resumed fishing as Suffolk Maid LT349.

In 1981, she was sold to Caribbean owners, who intended to convert her into a cargo vessel.

However in 1984, before the conversion was completed, she ran aground on St Croix during a hurricane. She was refloated and scuttled in deep water in 1986.

IMO: 5360781.



TIPPERMUIR

Built by Richards Ironworks Ltd at Lowestoft (yard no: 434), for Bloomfield's Ltd of Great Yarmouth as Ocean Trust YH377. She was launched and completed in 1956.

Her length was 91ft 4in; her beam was 20ft 9in. Her gross tonnage was 125 tons. She was powered by a 360bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In January 1963, she was sold to Small & Co Ltd of Lowestoft. She then became Ocean Trust LT469.

In October 1969, she was sold to J & J Muir of Anstruther. She then became Ocean Trust KY379.

In May 1973, she was sold to Safetyships Ltd of Aberdeen. Who then converted her into the standby boat Tippermuir.

In July 1980, she was bought by the Colne Shipping Co. Ltd of Lowestoft, who renamed her Celita. In 1987, she resumed fishing, after being renamed Pescafish V LT379.

Subsequently she was renamed Belton LT379 in 1990. Belton FH637 in 1991. Finally, she was renamed Cantara UL637 in 1996. She was scrapped in 2004.

IMO: 5260629.



TOBAGO

Built by Henry Scarr Ltd of Hessle (yard no: 767), for Alfred Bannister (Trawlers) Ltd & the Forward Steam Fishing Co Ltd of Grimsby, as Saxon Venture GY616.

She was launched on 17/9/1959 and completed in December 1959.

Her length was 104ft 9in; her beam was 23ft 4in. Her gross tonnage was 211 tons. She was powered by a 605bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1976, she was sold to the Colne fishing Co Ltd of Lowestoft, she then became Tobago LT165. In 1979, she was converted into the standby vessel Tobago.

In February 1987, she was scrapped at New Holland by D Cook Ltd.

IMO: 5315008.



TOGO

Built by Richard Dunston Ltd at Thorne (yard no: 821), for Boston Deep Sea Fisheries Ltd of Lowestoft as Boston Viking LT510.

She was launched on 17/5/1965 and completed in October 1965.

Her length was 94ft 1in; her beam was 23ft 4in. Her gross tonnage was 174 tons. She was powered by a 528bhp Blackstone 4 stroke 8 cylinder diesel.

In 1973, she was sold to Connacht Trawlers Ltd of Galway, Ireland. She then became Boston Viking G110.

In 1974, she was sold to Sir Basil Parkes, the owner of Boston Deep Sea Fisheries. Once again she became Boston Viking LT510.

In 1982, she was sold to Ian Fraser Kerr of Lowestoft. She was then renamed Fraser Viking LT510. Later in 1982, she again became Boston Viking LT510.

In 1983, she was sold to C N Scupham of Lowestoft. She was then renamed Bob Read II LT510.

In 1984, she was sold to the Colne Shipping Co Ltd. She was then converted into the standby vessel Togo.

In 1991, she was sold to Irish owners and then converted into the motor yacht Togo. Subsequently, she has been used as a diving support or charter vessel. She was still active in 2020.

IMO: 6514132.



TRINIDAD

Built by Cochrane & Sons Ltd, Selby (yard no: 1357), for Milford Steam Trawling Co Ltd of Milford Haven, as Milford Knight M127.

She was launched on 4/4/1950 and completed in September 1950.

She was 197ft 8in long, with a 21ft beam. Her gross tonnage was 168 tons. She was powered by 420bhp Ruston 4 stroke 8 cylinder diesel.

In September 1955, she was sold to the Clan Steam Fishing Co (Grimsby) Ltd. In November 1955, she became Trinidad LT210.

In March 1957, she was owned by Drifter Trawlers Ltd of Lowestoft.

In 1970, she was converted into the standby vessel Trinidad. She was scrapped in 1976.



TRINIDAD

Built by Cochrane & Sons at Selby (yard no: 1439), for J. Marr & Son Ltd, Fleetwood, as Corena FD173. She was launched 27/1/1959 and completed in June 1959.

Her length was 132ft 9in, and her beam was 27ft 4in. She was 353 gross tons. She was powered by an 875bhp Mirrless 4 stroke 7 cylinder diesel.

On 30th January 1973, Corena was no longer registered as a fishing vessel. Thereafter, she was solely used as an oil rig standby vessel. By 1976, she was fully converted for this role. In

1978, she was sold to Colne Shipping in Lowestoft. She then became the standby vessel Trinidad.

In January 1987, she arrived at Milton Creek, Sittingbourne, Kent and was then scrapped by Liguria Maritime Ltd.

IMO: 5079733.



UMBERLEIGH

Built by Hall, Russell & Co Ltd of Aberdeen (yard no: 886), for Croan Trawlers Ltd & William Carnie of Granton, as Granton Merlin GN72.

She was launched on 25/5/1960 and completed in July 1960.

Her length was 108ft; her beam was 24ft 1in. Her gross tonnage was 235 tons. She was powered by a 655bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In 1978, she was sold to Putford Enterprises Ltd of Lowestoft. Initially, she became a standby vessel while retaining her original name of Granton Merlin.

Later in 1978, she was fully converted into a standby vessel and was renamed Umberleigh.

In 1979, she was sold for conversion into a motor yacht. In 2006, she became the motor yacht Merlin G. She was still listed as active in 2020.

IMO: 5135094.



UNDA

Built by Cochrane & Sons Ltd, Selby (yard no: 1346), for Milford Steam Trawling Co Ltd of Milford Haven, as Milford Duke M3.

She was launched on 15/3/1949 and completed in September 1949. She was 145ft long, with a 25ft 7in beam. Her gross tonnage was 363 tons.

As Built, she was powered by 1,050bhp Ruston 4 stroke 8 cylinder diesel. In March 1955, she was sold to French owners, who renamed her Jean Vauquelin DI1593.

In 1968, she was bought by Claridge trawlers of Lowestoft. She then became St Rose LT82. In 1974, her engine was replaced by a 1,350 Ruston Paxman 6 cylinder diesel.

She continued fishing until 1981. After which she was laid up for 4 years. In early 1985, she was converted into the standby vessel St Rose.

In March 1985, she was renamed Unda. However, her career as Unda was short lived as her engine was removed in May 1985. She then went for scrap in July 1985.

IMO: 5171206.



VANESSA ANN, shown as Vanessa Ann LT254

Built by Richards Ironworks Ltd of Lowestoft (yard no: 403), for Consolidated Fisheries Ltd, as Vanessa Ann LT254.

She was launched on 7/6/1951 and completed in November 1951.

Her length was 103ft; her beam was 22ft 1in. Her gross tonnage was 168 tons. As Built, She was powered by a 540bhp British Polar 2 stroke 6 cylinder diesel.

In 1955, she was transferred to the Rhondra Fishing Co Ltd of Grimsby & Lowestoft. In 1957, she went to Fleetwood, where she became Vanessa Ann FD133.

In 1971, she was converted into the standby boat Vanessa Ann. She only saw 1 years' service as a standby vessel.

After 1972, she was owned by numerous owners, who used her for various purposes unrelated to previous use.

In 1984, she was converted into the topsail schooner Vanessa Ann. In 1991, she was renamed Santa Barbara Anna.

As of 2020, she was still listed as being in service, using the name Santa Barbara Anna.

IMO: 5376375.

The following 3 vessels were the final examples of British ex side trawlers that were in use in the North Sea as standby vessels.



VEESSEA EAGLE

Built by Cook, Welton & Gemmell Ltd at Beverley (yard no: 980) for Northern Trawlers Co Ltd of Grimsby, as Northern Reward GY694.

She was launched on 9/1/1962 and completed on 20/7/1962.

She was 163ft 7in long, with a 30ft 6in Beam. She was 576 gross tons. She was powered by a 1,400bhp Mirrlees 4 stroke 8 cylinder diesel.

In February 1980, she was sold to the Colne Shipping Co Ltd. She was then converted into the standby vessel St Elizabeth. She remained with Colne until July 1992. She continued to operate as a standby vessel with various owners, throughout the 90s. She was renamed Veesea Eagle in 1998. She was scrapped in Denmark in 2003.

IMO: 5257476.



VEESSEA HAWK

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 981), for Lord Line Ltd of Hull, as Lord St Vincent H261.

She was launched on 9/3/1962 and completed on 12/9/1962.

Her length was 163ft 7in; her beam was 30ft 6in. Her gross tonnage was 594 tons. She was powered by a 1,400bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1980, she was bought by the Colne Fishing Co Ltd of Lowestoft. She was then converted into the standby vessel St Anne. She remained with Colne for 12 years.

She continued to be used as the standby boat St Anne, until 1999. After which time, she became the standby vessel Veesea Hawk.

In 2001, she was converted to a sailing vessel and renamed Hawk 1. She was scrapped in February 2010.

IMO: 5212115.



VEESSEA MERLIN

Built by Cook, Welton & Gemmell Ltd of Beverley (yard no: 963), for Heward Trawlers Ltd of London & Fleetwood, as Robert Hewett LO65.

She was launched on 22/11/1960 and completed in March 1961.

Her length was 164ft; her beam was 30ft 5in. Her gross tonnage was 567 tons. She was powered by a 1,168bhp Mirrlees 4 stroke 8 cylinder diesel.

In 1978, she was sold to Claridge Trawlers Ltd (Colne). She arrived in Lowestoft on 26/10/78. After this she was converted to the standby vessel St Luke.

In 1992, she was sold to a succession of owners, for continued use as a standby boat. During this time she retained her name of St Luke.

In 1998, she became Veesea Merlin. She was scrapped at Inverkeithing in August 2001.

IMO: 5297622.



WADDINGTON

Built by Henry Scarr Ltd of Hessle (yard no: 777), for Peter Sleight Trawlers Ltd of Grimsby, as Waddington GY680. She was launched on 11/11/1961 and completed in February 1962.

Her length was 108ft 6in; her beam was 24ft 1in. Her gross tonnage was 230 tons. As built, she was powered by a 622bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1975, she was sold to Colne fishing, and then became Waddington LT79. In 1981, she was converted into the standby vessel Waddington.

She suffered major engine damage in April 1983. This required her to be fitted with a replacement engine. She then continued in service until she was scrapped in October 1991.

IMO: 5384578.



WARBLER

Built by Goole Shipbuilding & Repair Co Ltd (yard no: 153), for Kelsall Brothers & Beeching Ltd of Hull, as Warbler H507.

She was launched on 17/8/1912 and completed in October 1912.

Her length was 110ft; her beam was 21ft 6in. As built, her gross tonnage was 192 tons, and was powered by a 55nhp triple expansion steam engine.

In November 1914, she was requisitioned by the Admiralty for use as a minesweeper, she continued in this role until 1919.

During her naval service she was given the pennant number 412. However, she retained the name Warbler.

In 1919, she was returned to her original owners and resumed fishing as Warbler H507.

In 1940, she was sold to Heward Trawlers. She then continued fishing from Fleetwood as Warbler LO251. In 1958, she was sold to Lowestoft owners, she then became Warbler LT63.

In 1959, her steam engine was replaced by a 600bhp 2 stroke 6 cylinder AK diesel engine. After this conversion, she was briefly transferred to Aberdeen.

She remained at Aberdeen for just over a year, before returning to Lowestoft to continue fishing until 1967.

In 1967, she was withdrawn from service to undergo conversion to a stand by vessel. Her service as a standby vessel began in early 1968 and continued until 1975.

She was sold for scrapping at Oulton Broad, Suffolk, in 1975. She was certainly the oldest stand by vessel in service and is likely to remain so.

OFFICIAL NO: 133409.



WARBLER

Built by Brooke Marine of Lowestoft (yard no: 280) for Talisman Trawlers Ltd, as Carlton Queen LT363. She was launched 9/1/1961 and completed in April 1961.

She had a length of 107ft and a beam of 23ft 4in. Her gross tonnage was 249 tons. She was powered by a 900bhp British Polar 6 cylinder diesel.

Sold to Warbler Shipping Ltd, in 1975, and then converted into the standby vessel Warbler. She was renamed Dawn Warbler in 1981.

In 1986, she resumed fishing as Autumn Swallow LT363. In 1991, she became Autumn Swallow FD363.

She was subsequently renamed Seahorse M363, in 1993. In 2002, she was renamed Crystal, she continued fishing, until she was scrapped in 2008.

IMO: 5064295.



W.F.P. shown as built as W.F.P LT310.

Built by Tommy Summers & Co of Fraserburgh (yard no: 105) for Lowestoft Motor Trawlers Ltd, as W.F.P LT310. She was launched in late 1957 and completed in January 1958.

She was wooden vessel 94ft long, with a 22ft Beam, and of 126 gross tons. She was powered by a 300bhp 3 cylinder AKD diesel.

In 1969, she was sold to Putford Enterprises Ltd for conversion into the standby vessel W.F.P. Her career as a standby boat only lasted until 1970.

In 1970, she was sold by Putford Enterprises Ltd to a Brian Pearce of Poole. She then had a succession of owners until she was lost in the Mediterranean in 1976.

IMO: 5384279.



WILLA

Built by Richards Ironworks Ltd at Lowestoft, for LT (1934) Ltd of Lowestoft, as Willa LT208. She was launched and completed in 1935.

As built, her length was 75ft; her beam was 20ft. Her gross tonnage was 84 tons. She was powered by a 150bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

In 1946, she was sold to Universal Trawlers Ltd of Fleetwood. In 1947, she was sold to Gordon Claridge of Lowestoft.

In 1949 she was transferred to the Colne Fishing Co Ltd of Lowestoft. In 1955, she was transferred to the Dagon Fishing Co Ltd

In 1955, she was lengthened to 82ft and her engine was replaced with a 220bhp Ruston & Hornsby 4 stroke 5 cylinder diesel. Her tonnage decreased to 83 gross tons.

In 1971, she was converted into the standby boat Willa. She was scrapped in July 1986.



WINKLEIGH

Built by Richards Ironworks Ltd (yard no: 462), for Small & Co Ltd of Lowestoft, as Suffolk Craftsman LT442. She was launched on 17/4/1961 and completed in July 1961.

Her length was 106ft 6in; her beam was 23ft 4in. Her gross tonnage was 202 tons. She was powered by a 540bhp Ruston & Hornsby 4 stroke 6 cylinder diesel.

In 1974, she was sold to Putford Enterprises, who renamed her Winkleigh LT422. In 1980, she was converted to the standby boat Winkleigh.

In 1993, she was sold to African owners, who retained the name Winkleigh. She was scrapped sometime after 2015.

IMO: 5343158.



WOODLEIGH

Built by Richards Ironworks Ltd (yard no: 452), for Putford Enterprises Ltd of Lowestoft, as Woodleigh LT240. She was launched on 5/10/1959 and completed in January 1960. Her length was 106ft 8in; her beam was 23ft 4in. Her gross tonnage was 199 tons. She was powered by a 550bhp Crossley 2 stroke 6 cylinder diesel.

In 1975, she was converted into the standby boat Woodleigh. In 1983, her engine was replaced.

In 1993, she was sold to a number of different owners, none of whom had any plans to use the vessel as she was designed for. In 1994, she was arrested for smuggling drugs

In 1995, she was renamed Hecla. However, it appears she never sailed as Hecla and remained laid up, until she was scrapped in 2002

IMO: 5392733.



YOUNG ELIZABETH

Built by Richards Ironworks Ltd at Lowestoft (yard no: 416), for Small & Co Ltd of Lowestoft, as the drifter Young Elizabeth LT375.

She was launched on 30/6/1953 and completed in August 1953.

Her length was 87ft 8in; her beam was 20ft 6in. Her gross tonnage was 115 tons. She was powered by a 300bhp Ruston & Hornsby 4 stroke 5 cylinder diesel.

Originally she was built as a drifter. However, in 1967, she was converted into a side trawler; this conversion included the fitting of a whaleback.

In 1968, she was sold to Offshore Oil Rig Services. She was then converted into a diving research vessel. She was later used as a standby vessel by the same company.

In 1984, she was sold to Putford Enterprises for continued use as a standby vessel. In 1988, she was sold to a private buyer for conversion to a houseboat.

In 2011, she was reported as being berthed in Amsterdam. She is still listed as a yacht in 2020. However, there is no confirmation of her continued existence.

IMO: 5396454.



GRAMPIAN ENDEAVOUR, ON CLOSE STANDBY AT THE NORTH WEST HUTTON PRODUCTION PLATFORM.

Ex side trawlers, such as Grampian Endeavour were only built to accommodate a small crew, which generally numbered no more than 12 men.

However, when they were converted to standby boats, they had to be substantially altered to accommodate over 10 times this amount.

As North Sea production platforms often had a crew numbering over 250 men.

Standby boats had to be able to accommodate this large platform crew in an emergency. Albeit, in some some discomfort.

To accommodate such a large number, the fish hold was converted into survivor accommodation.

However, this merely entailed providing basic seating for survivors. As well as providing basic medical facilities for casualties.

The type of weather in the picture above, was a rarity in the North Sea.

The picture below, shows a more typical type of day in the North Sea.



GRAMPIAN RIVER, ON A TYPICAL NORTH SEA DAY.

NORTH SEA STANDBY VESSELS, CONVERTED FROM BRITISH SIDE TRAWLERS.

Name	Builder	Year of Build	Name as Built	Subsequent Names or Registration Numbers	Year of Change	Fate
Abaco <u>IMO: 5176622.</u> Colne	Cochrane & Sons. Selby. Yard No: 1449.	1960	Judaean GY644 <u>Official No: 301837.</u>	Abaco (ORSV)	1976	Seriously damaged by fire in 1984. Scrapped 1985.
Ada Kirby Putford Enterprises	Summers, Fraserburgh. Yard No: 105.	1958	Ada Kirby LT72 <u>Official No: 187037.</u>	Ada Kirby (ORSV) Ada Kirby (cargo vessel)	1969 1976	Arrested for smuggling in 1981. Sank at La Corruna in 1983. Raised and broken up in 1983.
Admiral Nelson <u>IMO: 5400073.</u> North Star	Hall, Russell, Aberdeen. Yard No: 883.	1960	Princess Royal A469 <u>Official No: 301599.</u>	Admiral Nelson A469 Admiral Nelson (ORSV) Grampian Admiral (ORSV) Grampian Admiral A40	1963 1981 1981 1987	Listed as an active fishing vessel in 2020.
Aldershot <u>IMO: 5009647.</u> Colne	Goole Shipbuilding & Repair Co Ltd, Goole. Yard No: 518.	1959	Aldershot GY612 <u>Official No: 301818.</u>	Aldershot (ORSV)	1978	Scrapped in 1987.
Anegada <u>IMO: 5300364.</u> Colne	Cochrane & Sons. Selby. Yard No: 1469.	1962	Ross Curlew GY692 <u>Official No: 303293.</u>	Ross Curlew (ORSV) Anegada (ORSV)	1981 1982	Scrapped in 1991.
Anglerfish <u>IMO: 5017577.</u> Colne	Richard Dunston Thorne. Yard No: 1038.	1961	Anglerfish LT391 <u>Official No: 302399.</u>	Anglerfish (ORSV) Anglerfish LT377	1977 1987	Probably scrapped in 2002.
Anguilla <u>IMO: 5017747.</u> Colne	Cochrane & Sons. Selby. Yard No: 1434.	1959	Anguilla LT67 <u>Official No: 301551.</u>	Anguilla (ORSV) Anguilla LT67 Anguilla (yacht)	1976 1986 1997	Scrapped in 1992.
Anna Christina <u>IMO: 5343184.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 435.	1957	Suffolk Maid LT295 <u>Official No: 187015.</u>	Anna Christina KY338 Anna Christina (ORSV) Putford Falcon Jolly Roger 1	1970 1980 1984 1993	Still listed as active in 2020.
Antigua <u>IMO: 5019800.</u> Colne	Henry Scarr, Hessle. Yard No: 750.	1957	Antigua LT150 <u>Official No: 187025.</u>	Antigua (ORSV) Antigua LT150 Antigua (sailing vessel)	1971 1986 1997	She is still listed as a barquentine rigged, passenger vessel in 2020.
Ardenlea <u>IMO: 5405499.</u> Boston Putford	Livingstone, Peterhead Yard No: 10.	1963	Jarlshof GN75 <u>Official No: 302493.</u>	Ardenlea A805 Ardenlea (ORSV) Ardenlea KY194 Ardenlea (ORSV) Dawn Cloud (ORSV) Rosalba G	1966 1976 1980 1984 1986 1987	Probably, Scrapped in 1997. But, still listed as active in 2020.
Arduous <u>IMO: 5022857.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 326.	1944	MFV 1506 <u>Official No: 166717.</u>	Eta LT400 Arduous LT400 Arduous (ORSV) Arduous (houseboat)	1948 1957 1968 1969	Left to become derelict on Oulton Broad.
Arkinholm <u>IMO: 5049362.</u> Salvesen	Henry Scarr Ltd, Hessle. Yard No: 726.	1956	Boston Seafoam FD42 <u>Official No: 187843.</u>	Westleigh FD42 Arkinholm (ORSV) Grampian Castle (ORSV)	1974 1978 1979	The vessel ran aground near Caernarfon, Wales, in 1987. She became a total loss.
Arlanda <u>IMO: 5024506.</u> J Marr	Cook, Welton & Gemmell Ltd. Beverley. Yard No: 966.	1961	Arlanda FD206 <u>Official No: 301890.</u>	Arlanda (ORSV) Tohale (ORSV)	1975 1978	Scrapped in 1991.
Aruba <u>IMO: 5144679.</u> Colne	John Lewis, Aberdeen Yard No: 305.	1961	Hawkflight A530 <u>Official No: 302243.</u>	Hawkflight A215 Aruba LT213 Aruba (ORSV)	1973 1975 1975	Scrapped in 1991.
Bahama <u>IMO: 5033703.</u> Colne	Richard Dunston, Hessle. Yard No: 749.	1957	Bahama LT142 <u>Official No: 187023.</u>	Bahama (ORSV)	1976	Ran Aground on Alderborough Beach in 1986. Scrapped on the beach.
Bannockburn <u>IMO: 5345998.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 438.	1957	Sutton Queen LT302 <u>Official No: 187024.</u>	Bannockburn LT302 Bannockburn (ORSV)	1971 1972	Scrapped in 1979.

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Barbuda <u>IMO: 5167176.</u> Colne	Richard Ironworks, Lowestoft. Yard No: 470.	1962	Jacklyn LT434 <u>Official No: 303686.</u>	Barbuda LT434 Barbuda (ORSV)	1976 1986	Scrapped in 1991.
Barnsley <u>IMO: 5037022.</u> Colne	Goole Shipbuilding & Repair Co Ltd, Yard No: 523.	1960	Barnsley GY651 <u>Official No: 301827.</u>	Barnsley LT551 Barnsley (ORSV)	1978 1980	Scrapped in 1992.
Ben Bhrackie <u>IMO: 6618225.</u> Richard Irvin	C D Holmes, Beverley. Yard No 1003.	1966	Ben Bhrackie A814 <u>Official No: 303226.</u>	Ben Bhrackie (ORSV) Grampian Endeavour (ORSV)	1982 1982	Scrapped, sometime between 1998 & 2012. Deleted from the shipping register in 2012.
Ben Meidie <u>IMO: 5040524.</u> Richard Irvin	John Lewis, Aberdeen Yard No: 285.	1959	Ben Meidie A319 <u>Official No: 167960.</u>	Ben Meidie (ORSV) Grampian Scott (ORSV)	1979 1982	Deleted from shipping register in 2002.
Ben Strome <u>IMO: 5040598.</u> Richard Irvin	John Lewis, Aberdeen Yard No: 318.	1962	Ben Strome SN85 <u>Official No: 187939.</u>	Ben Strome (ORSV) Grampian Dawn (ORSV)	1980 1982	Scrapped in 2012.
Ben Vurie <u>IMO: 504065.</u> Richard Irvin	John Lewis, Aberdeen Yard No: 303.	1961	Ben Vurie SN33 <u>Official No: 187934.</u>	Ben Vurie (ORSV) Grampian Viking (ORSV)	1976 1982	Deleted from shipping register in 2012.
Benella <u>IMO: 5040873.</u> J Marr	Cook, Welton & Gemmel Ltd. Beverley. Yard No: 936.	1959	Benella H132 <u>Official No: 300420.</u>	Benella (ORSV) Cam Viceroy (ORSV)	1977 1991	Scrapped in 1993.
Bermuda <u>IMO: 5042431.</u> COLNE	Cochrane & Sons. Selby. Yard No: 1401.	1955	Bermuda LT122 <u>Official No: 186998.</u>	Bermuda (ORSV)	1972	Scrapped in 1980.
Bermuda <u>IMO: 5300584.</u> Colne	Cochrane & Sons. Selby. Yard No: 1478.	1962	Ross Mallard GY699 <u>Official No: 304775.</u>	Ross Mallard (ORSV) Bermuda (ORSV) Bermuda (salvage vessel)	1980 1980 1991	Scrapped in 1993.
Blackburn Rovers <u>IMO: 5401742.</u> Colne	Goole Shipbuilding & Repair Co Ltd. Yard No: 535.	1962	Blackburn Rovers GY706 <u>Official No: 304781.</u>	Blackburn Rovers LT306 Blackburn Rovers (ORSV) Giant Fish (stern trawler)	1978 1981 1987	Scrapped, probably in 1998. She was deleted from Lloyds register for 1999.
Boston Argosy <u>IMO: 5049130.</u> B.D.S.F	Richard Ironworks, Lowestoft. Yard No: 454.	1960	Boston Argosy LT364 <u>Official No: 301530.</u>	Boston Argosy (ORSV) Boston Argosy LT364	1975 1987	Scrapped.
Boston Comet <u>IMO: 5049180.</u> B.D.S.F	James & Stone. Brightlingsea. Yard No: 399.	1960	Boston Comet LT183 <u>Official No: 302385.</u>	Boston Comet (ORSV) Boston Comet LT183 My Friend LT183	1974 1987 1994	Decommissioned in 2003.
Boston Corsair <u>IMO: 5049207.</u> B.D.S.F	Richard Ironworks, Lowestoft. Yard No: 448.	1959	Boston Corsair LT148 <u>Official No: 301515.</u>	Boston Corsair (ORSV) Boston Corsair LT148	1975 1987	Sank in La Corunna harbour in 1994.
Boston Hornet <u>IMO: 5049245.</u> B.D.S.F	James & Stone. Brightlingsea.	1960	Boston Hornet LT173 <u>Official No: 301527.</u>	Boston Hornet (ORSV) Boston Hornet LT173 Boston Hornet (yacht)	1975 1987 1992	Converted to a yacht in 1992. Still listed as active, but believed scrapped in 2013.
Boston Kestrel <u>IMO: 6600955.</u> B.D.S.F	Charles D Holmes & Co Ltd, Beverley Yard No: 997.	1966	Boston Kestrel FD256 <u>Official No: 308710.</u>	Boston Kestrel (ORSV) Colne Kestrel (ORSV)	1975 1983	Scrapped in March 1992.
Boston Mosquito Boston Putford	Richard Ironworks, Lowestoft. Yard No: 324.	1943	MFV 1504 <u>Official No: 185731.</u>	Boston Mosquito LK497 Boston Mosquito LT373 Boston Mosquito (ORSV) April Diamond	1948 1961 1967 1972	Scrapped in 1976.

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Boston Phantom <u>IMO: 6517093.</u> B.D.S.F	C.D Holmes & Co Ltd. Beverley. Yard No: 996.	1965	Boston Phantom FD252 <u>Official No: 303800.</u>	Boston Phantom (ORSV) Colne Phantom (ORSV) Phantom (stern trawler)	1978 1985 1995	Scrapped 2009.
Boston Provost <u>IMO: 5049324.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 453	1960	Boston Provost LT247 <u>Official No: 301528.</u>	Boston Provost (ORSV)	1970s	Scrapped in 1982.
Boston Whirlwind <u>IMO: 5049453.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 466	1962	Boston Whirlwind LT454 <u>Official No: 303678.</u>	Boston Whirlwind (ORSV) Boston Whirlwind LT454 Sea Venturer TN32	1979 1986 1996	Scrapped in 2007.
Breydon Eider <u>IMO: 5002950.</u> Breydon Marine	Hall, Russell, Aberdeen. Yard No: 893.	1961	Admiral Hawke A520 <u>Official No: 302244.</u>	Diane Elizabeth LT43 Breydon Eider (ORSV)	1983 1984	Scrapped in 1992.
Breydon Mallard <u>IMO: 5049154.</u> Breydon Marine	Richard Ironworks, Lowestoft. Yard No: 465.	1962	Boston Beaver LT445 <u>Official No: 302409.</u>	Breydon Mallard (ORSV) Breydon Mallard LT131	1978 1987	Still listed as active in 2020. But, probably scrapped.
Breydon Widgeon <u>IMO: 5049465.</u> Breydon Marine	Richard Ironworks, Lowestoft. Yard No: 464.	1961	Boston Widgeon LT427 <u>Official No: 302408.</u>	Boston Widgeon LH80 Breydon Widgeon LH80 Breydon Widgeon (ORSV) Breydon Widgeon LH141 Navi (yacht)	1973 1974 1976 1987 1994	Sank off the Dutch coast in the late 1990s.
British Guiana Colne	Cochrane & Sons. Selby. Yard No: 1160.	1936	British Guiana GY321 <u>Official No: 164419.</u>	British Guiana FY271 Sunlit Waters LT93 Milford Knight M176 British Guiana LT52 British Guiana (ORSV)	1939 1946 1947 1949 1966	Scrapped in November 1968.
British Honduras Colne	Cochrane & Sons. Selby. Yard No: 1190.	1937	British Honduras GY513 <u>Official No: 164434.</u>	British Honduras FY272 British Honduras LT87 Peaceful Star LT87 Milford Baron M204 British Honduras LT134 British Guiana (ORSV)	1939 1946 1946 1947 1949 1966	Scrapped in July 1968.
Caicos <u>IMO: 5300493.</u> Colne	Cochrane & Sons. Selby. Yard No: 1408.	1956	Kelly GY6 <u>Official No: 184936.</u>	Ross Kelly GY6 Ross Kelly GY125 Ross Kelly (ORSV) Caicos (ORSV)	1962 1968 1981 1981	Scrapped in 1987.
Cam Cheetah <u>IMO: 5300326.</u> Cam Shipping	Cochrane & Sons. Selby. Yard No: 1443.	1959	Ross Cheetah GY614 <u>Official No: 301819.</u>	Cam Cheetah (ORSV) Cam Cheetah (Fishing Vessel) Rio Congo (fishing vessel)	1985 1993 2000	Scrapped in May 2010.
Cam Civet <u>IMO: 5300338.</u> Cam Shipping	Cochrane & Sons. Selby. Yard No: 1451.	1960	Ross Civet GY652 <u>Official No: 301842.</u>	Cam Civet (ORSV) Cam Civet (fishing vessel)	1985 1999	Still listed as active in 2020. But, probably scrapped.
Cam Cougar <u>IMO: 5300352.</u> Cam Shipping	Cochrane & Sons. Selby. Yard No: 1428.	1958	Ross Cougar GY531 <u>Official No: 181403.</u>	Cam Cougar (ORSV) Omar	1985 1992	Still listed as active in 2020. But, probably scrapped.
Cam Genet <u>IMO: 5300405.</u> Cam Shipping	Cochrane & Sons. Selby. Yard No: 1450.	1960	Ross Genet GY650 <u>Official No: 301841.</u>	Cam Genet (ORSV) Cam Genet (fishing vessel) Centauro (fishing vessel) Centauro 1 (fishing vessel)	1985 1994 1999 2005	Declared a total loss in 2008.
Cam Jackal <u>IMO: 5300455.</u> Cam Shipping	Cochrane & Sons. Selby. Yard No: 1436.	1958	Ross Jackal GY637 <u>Official No: 168611.</u>	Cam Jackal (ORSV) Cam Jackal (fishing vessel)	1985 1992	Scrapped in November 1993.
Cam Jaguar <u>IMO: 5300467.</u> Cam Shipping	Cochrane & Sons. Selby. Yard No: 1424.	1957	Ross Jaguar GY494 <u>Official No: 181394.</u>	Cam Jaguar (ORSV) Jaguar (schooner)	1985 2004	Ran aground and wrecked on the West coast of Malaysia in August 2016

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Cam Leopard <u>IMO: 5300558.</u> Cam Shipping	Cochrane & Sons. Selby. Yard No: 1423.	1957	Ross Leopard GY491 <u>Official No: 181391.</u>	Cam Leopard (ORSV) Leopard (floating restaurant)	1985 2006	Sold for scrap in October 2010.
Cam Lynx <u>IMO: 5300572.</u> Cam Shipping	Cochrane & Sons. Selby. Yard No: 1444.	1960	Ross Lynx GY626 <u>Official No: 301823.</u>	Cam Lynx (ORSV) Cam Lynx (fishing vessel)	1985 1994	Deleted from shipping register in 2014.
Cam Panther <u>IMO: 5300601.</u> Cam Shipping	Cochrane & Sons. Selby. Yard No: 1427.	1958	Ross Panther GY519 <u>Official No: 181401.</u>	Cam Panther (ORSV)	1985	Scrapped in 1992.
Cam Tiger <u>IMO: 5300699.</u> Cam Shipping	Cochrane & Sons. Selby. Yard No: 1416.	1957	Ross Tiger GY398 <u>Official No: 184953.</u>	Cam Tiger (ORSV) Ross Tiger GY398	1985 1993	Still afloat in Grimsby in 2020, as a museum ship.
Cam Vanguard <u>IMO: 5305534.</u> Cam Shipping	Cook, Welton & Gemmel Ltd. Beverley. Yard No: 903.	1955	St. Bartholomew FD27 <u>Official No: 185300.</u>	Bjogna Nautika (ORSV) Cam Vanguard (ORSV) Jon Paul Maju-Lisa	1965 1980 1990 1994 1998	Laid up in Cape Verde in 2013. Scrapped, sometime after 2014.
Cam Viceroy <u>IMO: 5040873.</u> Cam Shipping	Cook, Welton & Gemmel Ltd. Beverley. Yard No: 936.	1959	Benella H132 <u>Official No: 300420.</u>	Benella (ORSV) Cam Viceroy (ORSV)	1977 1991	Scrapped in 1993.
Cam Zebra <u>IMO: 5300716.</u> Cam Shipping	Cochrane & Sons. Selby. Yard No: 1457.	1960	Ross Zebra GY653 <u>Official No: 301845.</u>	Cam Zebra (ORSV) Milagre Ivone II	1985 2000 2004	Still listed as active in 2020.
Carbisdale <u>IMO: 5426481.</u> Safetyships	Henry Scarr Ltd, Hessle Yard No: 747.	1957	John O'heugh HL48 <u>Official No: 187224.</u>	Boston Trident LT474 Carbisdale (ORSV)	1963 1972	Scrapped in 1979.
Carlisle <u>IMO: 5063966.</u> Colne	Goole Shipbuilding & Repair Co Ltd, Goole. Yard No: 528.	1961	Carlisle GY681 <u>Official No: 303283.</u>	Carlisle (ORSV)	1981	Scrapped in 1987.
Celita <u>IMO: 5260629.</u> Colne	Richard Ironworks, Lowestoft. Yard No: 434.	1957	Ocean Trust YH377 <u>Official No: 187913.</u>	Ocean Trust LT469 Ocean Trust KY379 Tippermuir (ORSV) Celita (ORSV) Pescafish V LT379 Belton LT379 Belton FH637 Cantara FH637	1963 1969 1973 1980 1987 1990 1991 1996	Scrapped in 2004
Cevic <u>IMO: 5067651.</u> J Marr	Brooke Marine, Lowestoft Yard No: 266.	1961	Cevic FD241 <u>Official No: 187866.</u>	Cevic (ORSV) Grampian Ranger (ORSV) Vikingo (fishing vessel)	1970 1978 1986	Sank in the Bay of Biscay in 1991.
Chudleigh <u>IMO: 5135070</u> Boston Putford	Livingstone & Co Ltd, Peterhead. Yard No: 9.	1962	Granton Harrier GN77 <u>Official No: 302492.</u>	Chudleigh LT231 Chudleigh (ORSV) Chudleigh (Charter Vessel) Chudleigh (Houseboat)	1976 1986 1993 2008	Still listed in 2020.
Clova <u>IMO: 5076195.</u> B.U.T	John Lewis, Aberdeen. Yard No: 293.	1960	Clova A417 <u>Official No: 301593.</u>	Clova (ORSV) Saltro (ORSV) Dawn Saviour (ORSV) Sea Guard (ORSV)	1975 1982 1987 1993	Still listed as active in 2020. But, probably scrapped.
Coastal Emperor <u>IMO: 5076652.</u> J Marr	T Mitchison, Gateshead. Yard No: 506.	1960	Coastal Emperor A456 <u>Official No: 302223.</u>	Coastal Emperor (ORSV)	1978	Ran aground on Black Dog Beach, Aberdeen on 6th December 1978. Scrapped on the beach.
Colne Hunter <u>IMO: 5422162.</u> Colne	Hall, Russell, Aberdeen. Yard No: 905.	1963	Prince Philip FD400 <u>Official No: 303784.</u>	Prince Philip GY138 Prince Philip (ORSV) Colne Hunter (ORSV)	1968 1979 1986	Scrapped in 1991.

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Colne Kestrel <u>IMO: 6600955.</u> Colne	C D Holmes & Co Ltd, Beverley Yard No: 997.	1966	Boston Kestrel FD256 <u>Official No: 308710.</u>	Boston Kestrel (ORSV) Colne Kestrel (ORSV)	1975 1983	Scrapped in 1993.
Colne Phantom <u>IMO: 6517093.</u> Colne	C.D Holmes & Co Ltd. Beverley. Yard No: 996.	1965	Boston Phantom FD252 <u>Official No: 303800.</u>	Boston Phantom (ORSV) Colne Phantom (ORSV) Phantom (stern trawler)	1978 1985 1995	Scrapped in 2009.
Corena <u>IMO: 5079733.</u> J Marr	Cochrane & Sons, Selby. Yard No: 1439.	1959	Corena FD173. <u>Official No: 301876.</u>	Corena (ORSV) Trinidad (ORSV)	1973 1978	Scrapped in 1987.
Crystal Palace <u>IMO: 5082716.</u> Colne	Goole Shipbuilding & Repair Co Ltd, Yard No: 529.	1962	Crystal Palace GY683 <u>Official No: 303285.</u>	Crystal Palace LT393 Crystal Palace (ORSV)	1980 1981	Scrapped in 1992.
Cuttlefish <u>IMO: 5405499.</u> Colne	Richard Dunston, Thorne. Yard No: 993.	1959	Cuttlefish LT65 <u>Official No: 301513.</u>	Cuttlefish (ORSV)	1976	Wrecked in 1981.
Dauntless Star <u>IMO: 5086762.</u> Putford Enterprises & Looker Fishing Co Ltd.	Cochrane & Sons, Selby. Yard No: 1332.	1948	Sunlit Waters LT377 <u>Official No: 166711.</u>	Boston Swift LT377 Boston Swift H2 (Halifax) Swiftburn A143 Dauntless Star LT367 Dauntless Star (ORSV) Dauntless Star (Water Carrier)	1951 1954 1957 1958 1971 1976	Deleted from Lloyds Register in 1992.
Dawn Cloud <u>IMO: 5405499.</u> Boston Putford	Livingstone, Peterhead. Yard No: 10.	1963	Jarlishof GN75 <u>Official No: 302493.</u>	Ardenlea A805 Ardenlea (ORSV) Ardenlea KY194 Ardenlea (ORSV) Dawn Cloud (ORSV) Rosalba GMV00266M	1966 1976 1980 1984 1986 1987	Sold to Italian owners in 1987. Probably, scrapped in June 1997. But, still listed as active in 2019.
Dawn Gem <u>IMO: 5132145.</u> Boston Putford	Mitchell's Shipyard, Peterhead. Yard No: 1.	1958	Glenstruan A200 <u>Official No: 300357.</u>	Glenstruan (ORSV) Dawn Gem (ORSV) Dawn Gem (House Boat)	1976 1981 2002	Still being used as a house boat, in 2020.
Dawn Monarch <u>IMO: 5167102.</u> Boston Putford	PK Harris, Appledore, Devon. Yard No: 505.	1961	Jacamar A525 <u>Official No: 303202.</u>	Jacamar (ORSV) Dawn Monarch (ORSV) Dawn Monarch (House Boat) Jacamar (Yacht)	1975 1981 2002 2018	In 2002, she was in use as a house boat. She was subsequently converted to a yacht. Still listed in 2020.
Dawn Pearl <u>IMO: 5105142.</u> Boston Putford	John Lewis, Aberdeen. Yard No: 302.	1961	Eredene A554 <u>Official No: 302247.</u>	Dawn Pearl (ORSV) Uxia A554 Shark AR864 Seastart A554 Brisan WK193 Brisan WK915	1981 1987 1993 1996 1998 2004	Still fishing in 2020.
Dawn Saviour <u>IMO: 5076195.</u> Boston Putford	John Lewis, Aberdeen. Yard No: 293.	1960	Clova A417 <u>Official No: 301593.</u>	Clova (ORSV) Saltro (ORSV) Dawn Saviour (ORSV) Sea Guard (ORSV)	1975 1982 1987 1993	Still listed as active in 2020. But, probably scrapped.
Dawn Spray <u>IMO: 5260576.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 410.	1952	Ocean Starlight YH61 <u>Official No: 185677.</u>	Ocean Starlight LT465 Neptunus KW38 Dolfjin (ORSV) Stoic LT465 Stoic (ORSV) Dawn Spray (ORSV) Dawn Spray LT465	1963 1967 1970 1972 1976 1981 1987	Scrapped in 1995.
Dawn Warbler <u>IMO: 5064295.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 280.	1961	Carlton Queen LT363 <u>Official No: 302398.</u>	Warbler (ORSV) Dawn Warbler (ORSV) Autumn Swallow LT363 Autumn Swallow FD363 Seahorse M363 Crystal	1976 1981 1986 1991 1993 2002	Scrapped in 2008.

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Desirade <u>IMO: 5300546.</u> Colne	Cochrane & Sons, Selby. Yard No: 1467.	1961	Ross Kittiwake GY678 <u>Official No: 303284.</u>	Ross Kittiwake (ORSV) Desirade (ORSV)	1979 1982	Scrapped in 1991.
Dick Whittington Small & Co	Richard Ironworks. Lowestoft, Yard No: 413.	1955	Dick Whittington LT61 <u>Official No: 186996.</u>	Dick Whittington (ORSV) Saturno II	1968 1968	Sold to Italian owners in June 1968. No further records available.
Dinas <u>IMO: 6860361.</u> J Marr	Cochrane & Sons. Selby. Yard No: 1410.	1956	Dinas FD55 <u>Official No: 187884.</u>	Dinas (ORSV)	1974	Transferred to J Marr (Aberdeen) in 1973. Scrapped in 1976
Dominica <u>IMO: 5091896.</u> Colne	Cochrane & Sons, Selby. Yard No: 1465.	1961	Ross Cormorant GY665 <u>Official No: 303275.</u>	Ross Cormorant (ORSV) Dominica (ORSV)	1979 1982	Scrapped in 1991.
Dorinda <u>IMO: 5092905.</u> J Marr	Cochrane & Sons, Selby. Yard No: 1405.	1955	Dorinda FD22 <u>Official No: 185305.</u>	Dorinda (ORSV) Dorinda (survey vessel)	1975 1978	Sold to Panamanian owners in 1978. Deleted from Shipping register in 1988.
Dreadnought <u>IMO: 5093715.</u> Boston Putford	Herd & Mackenzie Buckie. Yard No: 174.	1960	Dreadnought A377 <u>Official No: 301590.</u>	Dreadnought (ORSV) Putford Harrier (ORSV) Putford Harrier	1975 1984 2000	Still listed as active in 2020. But, probably scrapped.
Dunnichen <u>IMO: 5089489.</u> Safetyships	Richard Ironworks, Lowestoft. Yard No: 422.	1954	Diadem LT59 <u>Official No: 184005.</u>	Boston Caravelle LT59 Dunnichen LT59 Dunnichen (ORSV)	1963 1973 1975	Scrapped in February 1979
Eastleigh <u>IMO: 5001578.</u> Boston Putford	John Lewis, Aberdeen Yard No: 260.	1956	Boston Harrier <u>Official No: 189036.</u>	Acadia Snowbird Boston Harrier LT76 Eastleigh (ORSV)	1956 1968 1972	Scrapped in August 1976.
Edwina <u>IMO: 5097838.</u> J Marr	Cook, Welton & Gemmel Ltd. Beverley. Yard No: 940.	1958	Edwina FD162 <u>Official No: 187865.</u>	Edwina (ORSV) Edwina (ferry)	1973 1983	Sold to Caribbean owners in 1983, for use as a ferry and a standby vessel. Scrapped in 2001.
Ethel Mary Small & Co	Richard Ironworks. Lowestoft, Yard No: 436.	1957	Ethel Mary LT337 <u>Official No: 187017.</u>	Ethel Mary (ORSV) Golden Promise FR186 Magnificent PD250	1967 1968 1979	Scrapped in 1998.
Exuma <u>IMO: 5049178.</u> Colne	Richard Ironworks, Lowestoft. Yard No: 463.	1961	Boston Buccaneer LT157 <u>Official No: 302407.</u>	Brave Buccaneer LT157 Exuma LT157 Exuma (ORSV)	1973 1975 1977	Scrapped in January 1992.
Fairway <u>IMO: 5111830.</u> Henry Lamprell	J & G Forbes, Fraserburgh. Yard no 158.	1958	Fairway A217 <u>Official No: 300361.</u>	Fairway LT206 Fairway (ORSV) Fairway GU5125	1974 1977 1978	Wrecked in Tor Bay, Devon in 1982.
Falkirk <u>IMO: 5158175.</u> Safetyships	Cook, Welton & Gemmel, Beverley. Yard No: 856.	1953	Idena FD136 <u>Official No: 185288.</u>	Idena A793 Idena (ORSV) Falkirk (ORSV) Grampian Falcon (ORSV) Miami Clipper	1967 1971 1975 1980 1986	Converted to a sailing vessel in 1986. Scrapped in 1987.
Fellowship <u>IMO: 5113486.</u> Small & Co	Goole Shipbuilding & Repair Co Ltd Goole. Yard No: 298.	1931	Neves LT246 <u>Official No: 162951.</u>	Fellowship LT246 Fellowship (ORSV) Fellowship	1955 1970 1975	Sold to Greek and Arab owners in 1975. Believed, scrapped in 1986 or 1987.
Gillingham <u>IMO: 5130654.</u> Colne	Goole Shipbuilding & Repair Co Ltd, Goole. Yard No: 519.	1960	Gillingham GY622 <u>Official No: 301821.</u>	Gillingham LT305 Gillingham (ORSV)	1978 1981	Scrapped in July 1987.

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Glenfinnan <u>IMO: 5144655.</u> Salvesen	Henry Scarr Ltd, Hessle, Yard No: 737.	1956	Hawfinch FD114 <u>Official No: 187854.</u>	Boston Nimrod LT49 Glenfinnan (ORSV) Grampian Star (ORSV)	1972 1975 1979	Scrapped in 1993
Glengairn <u>IMO: 5131971.</u> B.U.T	Hall, Russell & Co, Aberdeen. Yard No: 889.	1960	Glengairn A491 <u>Official No: 302230.</u>	Glengairn (ORSV)	1977	Scrapped in 1979.
Glenstruan <u>IMO: 5132145.</u> B.U.T	Mitchell's Shipyard, Peterhead. Yard No: 1.	1958	Glenstruan A200 <u>Official No: 300357.</u>	Glenstruan (ORSV) Dawn Gem (ORSV) Dawn Gem (House Boat)	1976 1981 2002	Still being used as a house boat, in 2020.
Grampian Admiral <u>IMO: 5400073.</u> George Wood Ltd & J Craig	Hall, Russell, Aberdeen. Yard No: 883.	1960	Princess Royal A469 <u>Official No: 301599.</u>	Admiral Nelson A469 Admiral Nelson (ORSV) Grampian Admiral (ORSV) Grampian Admiral A40	1963 1981 1981 1987	Listed as an active fishing vessel in 2020.
Grampian Avenger <u>IMO: 5055775.</u> North Star	T Mitchison, Gateshead. Yard No: 522.	1961	Burwood A547 <u>Official No: 302249.</u>	Grampian Avenger (ORSV) Grampian Avenger A39 Eagle FD87	1982 1986 2009	Scrapped in 2011.
Grampian Castle <u>IMO: 5049362.</u> North Star	Henry Scarr Ltd, Hessle. Yard No: 726.	1956	Boston Seafoam FD42 <u>Official No: 187843.</u>	Westleigh FD42 Arkinholm (ORSV) Grampian Castle (ORSV)	1974 1978 1979	The vessel ran aground near Caernarfon, Wales, in March 1987. She became a total loss.
Grampian Concord <u>IMO: 5040419.</u> North Star	John Lewis, Aberdeen. Yard No 304.	1961	Ben Gairn A508 <u>Official No: 303201.</u>	Grampian Concord (ORSV)	1982	Scrapped, sometime before 2012.
Grampian Dawn <u>IMO: 5040598.</u> North Star	John Lewis, Aberdeen Yard No: 318.	1962	Ben Strome SN85 <u>Official No: 187939.</u>	Ben Strome (ORSV) Grampian Dawn (ORSV)	1980 1982	Scrapped in 2012.
Grampian Defender <u>IMO: 5062962.</u> North Star	John Lewis, Aberdeen Yard No: 268.	1957	Captain Riou LO72 <u>Official No: 187642.</u>	Boston Defender FD163 Grampian Defender (ORSV)	1972 1978	Scrapped in August 1989.
Grampian Duke <u>IMO: 5207031.</u> North Star	T Mitchison, Gateshead. Yard No 500.	1960	Leswood A443 <u>Official No: 302321.</u>	Grampian Duke (ORSV) Grampian Duke FH663	1982 1995	Sank 250 Miles West of Brest, in May 2003.
Grampian Endeavour <u>IMO: 6618225.</u> North Star	C D Holmes, Beverley. Yard No 1003.	1966	Ben Bhrackie A814 <u>Official No: 303226.</u>	Ben Bhrackie (ORSV) Grampian Endeavour (ORSV)	1982 1982	Scrapped, sometime between 1998 & 2012. Deleted from the shipping register in 2012.
Grampian Explorer <u>IMO: 6514091.</u> North Star	Hall, Russell, Aberdeen. Yard No 926.	1965	Aberdeen Explorer A765 <u>Official No: 303221.</u>	Boston Explorer FD15 Grampian Explorer (ORSV)	1968 1979	Converted to a yacht. Listed as active in 2019. But, probably scrapped in 2009.
Grampian Falcon <u>IMO: 5158175.</u> North Star	Cook, Welton & Gommel, Beverley. Yard No: 856.	1953	Idena FD136 <u>Official No: 185288.</u>	Idena A793 Idena (ORSV) Falkirk (ORSV) Grampian Falcon (ORSV) Miami Clipper	1967 1971 1975 1980 1986	Converted to a sailing vessel in 1986. Scrapped in 1987.
Grampian Fame <u>IMO: 5300481.</u> North Star	Cochrane & Sons, Selby Yard No: 1422.	1957	Kashmir GY43 <u>Official No: 181388.</u>	Ross Kashmir GY43 Ross Kashmir GY122 Ross Kashmir (ORSV) Grampian Fame (ORSV) Rainbow Warrior (Greenpeace) Rongdhonu (Hospital ship)	1962 1962 1979 1982 1989 2011	Still listed in 2020, as a hospital ship, called Rongdhonu.
Grampian Forest <u>IMO: 5387491.</u> North Star	Atlantic Shipbuilding, Newport. Yard No: 87.	1962	Welsh Monarch M135 <u>Official No: 303256.</u>	Ross Beaver GY1387 Cedarlea A67 Greenpeace Grampian Forest (ORSV)	1967 1968 1982 1985	Scrapped sometime between 2000 & 2012.
Grampian Fortune <u>IMO: 5242964.</u> North Star	John Lewis, Aberdeen. Yard No: 313.	1961	Mount Melleray A558 <u>Official No: 303205.</u>	Grampian Fortune (ORSV) Grampian Fortune A558 Ayr Queen A558 Ayr Queen AR94 Sir Miles AR94	1981 1986 1992 2014 2017	Fishing from Spain in 2020.

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Grampian Freedom <u>IMO: 5300534.</u> North Star	Cochrane & Sons, Selby. Yard No: 1417.	1956	Kipling GY38 <u>Official No: 184995.</u>	Ross Kipling GY38 Ross Kipling GY126 Ross Kipling (ORSV) Grampian Freedom (ORSV)	1962 1968 1982 1982	Scrapped in 1991.
Grampian Hunter <u>IMO: 6500428.</u> North Star	Cook, Welton & Gemmell, Beverley. Yard No: 993.	1965	Zonia FD236 <u>Official No: 303794.</u>	Arctic Brigand FD236 Grampian Hunter (ORSV) Stella Orion FD58 Roche	1977 1979 1986 2002	Still listed as active in 2019. Although, believed either scrapped or derelict.
Grampian King <u>IMO: 5315838.</u> North Star	John Lewis, Aberdeen. Yard No 286.	1959	Scottish King A378 <u>Official No: 301576.</u>	Grampian King A378 Grampian King (ORSV) Scottish King (House Boat)	1978 1981 1995	Scrapped in 2012
Grampian Loch <u>IMO: 5291343.</u> North Star	John Lewis, Aberdeen Yard No: 254.	1956	Red Rose LO36 <u>Official No: 186345.</u>	Boston Invader FD161 Inverlochy (ORSV) Grampian Loch (ORSV) Cornishman	1972 1975 1978 1991	Ran aground on the coast of Portugal 12th December 1992. Subsequently scrapped on the beach.
Grampian Petrel <u>IMO: 5316973.</u> North Star	John Lewis, Aberdeen. Yard No: 289.	1959	Seaward Petrel A412 <u>Official No: 301585.</u>	Grampian Petrel A412 Grampian Petrel (ORSV) Sea Guard 1 (ORSV)	1982 1984 1992	Still listed as active in 2020. But, probably scrapped.
Grampian Prince <u>IMO: 5002936.</u> North Star	Hall, Russell, Aberdeen. Yard No: 891.	1960	Admiral Drake A514 <u>Official No: 302233.</u>	Grampian Prince (ORSV) Grampian Prince A514 Ayr Dragon AR93 White Pearl AR99	1978 1989 1992 1995	Scrapped in November 2008.
Grampian Princess <u>IMO: 5208889.</u> North Star	John Lewis, Aberdeen. Yard No: 292.	1960	Lindenlea A409 <u>Official No: 301591.</u>	Grampian Princess A409 Grampian Princess (ORSV) Grampian Princess (laid up)	1981 1985 1991	Scrapped in 2012.
Grampian Queen <u>IMO: 5315888.</u> North Star	John Lewis, Aberdeen. Yard No: 269.	1957	Scottish Queen A210 <u>Official No: 300354.</u>	Grampian Queen A210 Grampian Queen (ORSV)	1978 1981	Probably, scrapped in the 1992. Not listed in Lloyds register after that year.
Grampian Quest <u>IMO: 5316985.</u> North Star	John Lewis, Aberdeen. Yard No: 283.	1959	Seaward Quest A289 <u>Official No: 167959.</u>	Grampian Quest A289 Grampian Quest (ORSV) Grampian Quest (houseboat)	1982 1984 2009	Still in use in 2020, as a house boat.
Grampian Ranger <u>IMO: 5067651.</u> North Star	Brooke Marine, Lowestoft. Yard no: 266	1958	Cevic FD241. <u>Official No: 187866.</u>	Cevic (ORSV) Grampian Ranger (ORSV) Vikingo (fishing vessel)	1970 1978 1986	Sank in the Bay of Biscay in 1991.
Grampian River <u>IMO: 5002962.</u> North Star	Hall, Russell, Aberdeen. Yard No: 892.	1961	Admiral Jellicoe A515 <u>Official No: 302238.</u>	Grampian River A515 Grampian River (ORSV) Grampian River (House boat)	1978 1978 1999	Scrapped in 2005.
Grampian Scott <u>IMO: 5040524.</u> North Star	John Lewis, Aberdeen Yard No: 285.	1959	Ben Meidie A319 <u>Official No: 167960.</u>	Ben Meidie (ORSV) Grampian Scott (ORSV) Grampian Scott (Laid up)	1979 1982 1994	Deleted from Lloyd's Register in 2001.
Grampian Star <u>IMO: 5144655.</u> North Star	Henry Scarr Ltd, Hessle, Yard No: 737.	1956	Hawfinch FD114 <u>Official No: 187854.</u>	Boston Nimrod LT49 Glenfinnan (ORSV) Grampian Star (ORSV)	1972 1975 1979	Scrapped in 1993
Grampian Venture <u>IMO: 5316997.</u> North Star	John Lewis, Aberdeen. Yard No 301.	1960	Seaward Venture A509 <u>Official No: 302235.</u>	Grampian Venture (ORSV) Balaenoptera Delta Surveyor Balaenoptera	1978 1983 1985 1985	Scrapped, probably in the late 1990s.
Grampian Viking <u>IMO: 5040653.</u> North Star	John Lewis, Aberdeen Yard No: 303.	1961	Ben Vurie SN33 <u>Official No: 187934.</u>	Ben Vurie (ORSV) Grampian Viking (ORSV)	1976 1982	Deleted from shipping register in 2012.
Granton Merlin <u>IMO: 5135094.</u> Boston Putford	Hall, Russell, Aberdeen. Yard No: 886.	1960	Granton Merlin GN72 <u>Official No: 300604.</u>	Granton Merlin (ORSV) Umberleigh (ORSV) Merlin G (Motor Yacht)	1978 1978 1979	Still listed as active as Merlin G, in 2020.

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Granton Osprey <u>IMO: 5135109.</u> Boston Putford	Henry Scarr Ltd. Hessle. Yard No: 769.	1960	Granton Osprey GN19 <u>Official No: 300603.</u>	Granton Osprey (ORSV) Putford Osprey (ORSV) Ford Osprey	1977 1984 1993	Sold to Portuguese owners. Wrecked on the Portuguese coast in 1993.
Grayfish Colne	Richard Dunston. Thorne. Yard No: 1048.	1961	Grayfish LT361 <u>Official No: 302397.</u>	Grayfish (ORSV)	1973	Ran aground on the Shetlands, On 21st December 1973. Declared a total loss in 1974.
Grenada <u>IMO: 5135898.</u> Colne	Cochrane & Sons, Selby. Yard No: 1402.	1955	Grenada LT130 <u>Official No: 187000.</u>	Grenada (ORSV)	1973	Scrapped in August 1986.
Gula Colne	Richard Ironworks, Lowestoft. Yard No: 253.	1936	Gula LT179 <u>Official No: 162991.</u>	Gula (ORSV)	1973	Scrapped in July 1986.
Hatherleigh <u>IMO: 5343201.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 461.	1961	Suffolk Punch LT395 <u>Official No: 302400.</u>	Hatherleigh LT395 Hatherleigh (ORSV) Hatherleigh (Motor yacht)	1975 1984 1994	Converted into a yacht. Still active in 2020, as Hatherleigh.
Huddersfield Town <u>IMO: 5156373.</u> Colne	Goole Shipbuilding & Repair Co Ltd, Goole. Yard No: 534.	1962	Huddersfield Town GY702 <u>Official No: 304777.</u>	Huddersfield Town LT259 Huddersfield Town (ORSV)	1978 1981	Scrapped in 1992.
Idena <u>IMO: 5158175.</u> Putford	Cook, Welton & Gemmell Ltd. Beverley. Yard No: 856.	1953	Idena FD136 <u>Official No: 185288.</u>	Idena A793 Idena (ORSV) Falkirk (ORSV) Grampian Falcon (ORSV) Miami Clipper (Yacht)	1967 1971 1975 1980 1986	Scrapped in 1987.
Inagua <u>IMO: 5300376.</u> Colne	Cochrane & Sons, Selby. Yard No: 1459.	1961	Ross Eagle GY656 <u>Official No: 301850.</u>	Ross Eagle (ORSV) Inagua (ORSV)	1975 1982	Scrapped in December 1992.
Inverloch <u>IMO: 5291343.</u> Safetyships	John Lewis, Aberdeen Yard No: 254.	1956	Red Rose LO36 <u>Official No: 186345.</u>	Boston Invader FD161 Inverloch (ORSV) Grampian Loch (ORSV) Cornishman	1972 1975 1978 1991	Ran aground on the coast of Portugal 12th December 1992. Subsequently scrapped on the beach.
Jacamar <u>IMO: 5167102.</u> J Marr	PK Harris, Appledore, Devon. Yard No: 505.	1961	Jacamar A525 <u>Official No: 303202.</u>	Jacamar (ORSV) Dawn Monarch (ORSV) Dawn Monarch (House Boat) Jacamar (Yacht)	1975 1981 2002 2018	In 2002, she was in use as a house boat. She was subsequently converted to a yacht. Still listed in 2020.
Jadestar Glory Henry Lamprell	Cochrane & Sons, Selby. Yard No: 1396.	1954	Ludham Queen LT87 <u>Official No: 184002.</u>	Jadestar Glory (ORSV) Jadestar Glory LT87	1970 1973	Ran aground in November 1974. Refloated and then scrapped in Dublin in November 1974.
Jadestar Gypsy Henry Lamprell	Cochrane & Sons, Selby. Yard No: 1395.	1954	Wroxham Queen LT53 <u>Official No: 184000.</u>	Jadestar Gypsy (ORSV) Jadestar Gypsy LT53	1970 1974	Scrapped in 1978.
Jamaica <u>IMO: 5168508.</u> Colne	Hall, Russell, Aberdeen. Yard No: 801.	1947	Star of Scotland A425 <u>Official No: 182015.</u>	Jamaica LT185 Jamaica (ORSV)	1960 1970	Scrapped in 1976.
Jamaica <u>IMO: 5053595.</u> Colne	Goole Shipbuilding & Repair Co Ltd. Yard No: 511.	1958	Broadwater FD208 <u>Official No: 187864.</u>	Boston Crusader FD208 Jamaica (ORSV)	1973 1977	Scrapped in January 1987.
Jean Marthe <u>IMO: 5171086.</u> Boston Putford	Bath Ironworks, Maine, USA.	1948	Jean Marthe FD233 <u>Official No: 301880.</u>	Jean Marthe (ORSV)	1971	Scrapped in 1976.
Josena <u>IMO: 5175549.</u> J Marr	Cook, Welton & Gemmell Ltd. Beverley. Yard No: 923.	1957	Josena FD150 <u>Official No: 187862.</u>	Josena (ORSV) Cormoran (ORSV)	1973 1984	Sank in Vigo, Spain, sometime after 2001.

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Kennedy <u>IMO: 5049166.</u> Colne	Goole Shipbuilding & Repair Co Ltd. Yard No: 507.	1957	Boston Britannia FD139 <u>Official No: 187861.</u>	Kennedy FD139 Kennedy (ORSV)	1968 1976	Scrapped in June 1986.
Kilsyth Safetyships	Richard Ironworks, Lowestoft. Yard No: 421.	1954	Boston Pegasus LT58 <u>Official No: 183999</u>	Penzance Pegasus PZ375 Kilysth (ORSV)	1971 1973	Ran Aground in January 1977. Refloated and then scrapped.
Kingfish <u>IMO: 5187695.</u> Colne	Richard Dunston, Thorne. Yard No: 901.	1955	Kingfish LT186 <u>Official No: 187001.</u>	Kingfish (ORSV)	1976	Scrapped in 1986
Lady Cora <u>IMO: 5001530.</u> Colne	John Lewis, Aberdeen. Yard No: 259.	1956	Boston Valetta GY333 <u>Official No: 184945.</u>	Acadia Fin Fare Boston Valetta LT256 Lady Cora (ORSV)	1961 1968 1973	Scrapped in 1976.
Lord Keith <i>Keighley Enterprises</i> Putford	Goole Shipbuilding & Repair Co Ltd. Yard No: 292.	1930	Lord Keith LT181 <u>Official No: 149243.</u>	Lord Keith FY1884 Lord Keith LT181 (drifter) Lord Keith LT181 (trawler) Lord Keith (ORSV) Lord Keith (stern trawler)	1939 1945 1957 1971 1975	Sold to Greek owners for conversion into a stern trawler in 1975. Deleted from Lloyds register in August 1997.
Lucida <u>IMO: 5213652.</u> J Marr	Cook, Welton & Gemmel Ltd. Beverley. Yard No: 923.	1957	Lucida FD437 <u>Official No: 187859.</u>	Lucida H403 Lucida (ORSV)	1966 1974	Scrapped in March 1980.
Margaret Christina <u>IMO: 5221582.</u> Boston Putford Small & Co	Richard Ironworks, Lowestoft. Yard No: 459.	1960	Margaret Christina LT331 <u>Official No: 302388.</u>	Margaret Christina (ORSV)	1975	Sank near Leman Bank, on 12th September 1983. Raised by Taklift 4. Scrapped in Holland in October 1983.
Martinique <u>IMO: 5358787.</u> Colne	Cochrane & Sons, Selby. Yard no: 1398.	1955	Thessalonian GY112 <u>Official No: 184925.</u>	Thessalonian LT272 Thessalonian (ORSV) Martinique (ORSV)	1976 1977 1977	Scrapped in 1987.
Mary Craig <u>IMO: 5227536.</u> North Star	Richard Ironworks, Lowestoft. Yard No: 445.	1959	Mary Craig A263 <u>Official No: 167957.</u>	Mary Craig (ORSV) Mary Craig (laid up)	1971 1989	Used as an ORSV until 1989. Scrapped in 2010.
Mincarlo <u>IMO: 5235686.</u> Boston Putford	Brooke Marine, Lowestoft. Yard No: 281.	1963	Mincarlo LT412 <u>Official No: 303677.</u>	Mincarlo (ORSV) Putford Merlin (ORSV) Mincarlo LT412 (museum)	1976 1984 1992	Now based in Lowestoft as a floating museum ship. Still afloat in 2020.
Monkleigh <u>IMO: 5375747.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 450.	1959	Valiant Star LT277 <u>Official No: 301520.</u>	Boston Valiant LT277 Cleveland HL98 Monkleigh LT277 Monkleigh (ORSV) Monkleigh (laid up)	1972 1972 1978 1979 1989	She went for scrap in 2012. However, she was left on the banks of the River Torridge, Devon.
Montserrat <u>IMO: 5241192.</u> Colne	Cochrane & Sons, Selby. Yard No: 1435.	1959	Montserrat LT64 <u>Official No: 301512</u>	Montserrat (ORSV) Montserrat LT376	1976 1987	Scrapped at Vigo, Spain in August 1987.
Mount Melleray <u>IMO: 5242964.</u> North Star	John Lewis, Aberdeen. Yard No: 313.	1961	Mount Melleray A558 <u>Official No: 303205.</u>	Mount Melleray (ORSV) Grampian Fortune (ORSV) Grampian Fortune A558 Ayr Queen A558 Ayr Queen AR94 Sir Miles AR94	1981 1981 1986 1992 2014 2017	Fishing from Spain in 2020.
Mount Sorrel <u>IMO: 5412662.</u> B.U.T	John Lewis, Aberdeen. Yard No: 335.	1963	Mount Sorrel A634 <u>Official No: 303215.</u>	Mount Sorrel (ORSV)	1978	Sank in Aberdeen harbour in 1979. She was refloated and scrapped in 1980.
Mustique <u>IMO: 5262586.</u> Colne	Cochrane & Sons, Selby. Yard No: 1397.	1954	Olivean GY92 <u>Official No: 184923.</u>	Olivean LT392 Mustique (ORSV) Ross Heron	1977 1977 1982	Scrapped in January 1982.

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Mustique <u>IMO: 5300429.</u> Colne	Cochrane & Sons, Selby. Yard No: 1468.	1962	Ross Heron GY693 <u>Official No: 303290.</u>	Ross Heron (ORSV) Mustique (ORSV)	1979 1981	Scrapped in August 1991.
Nautika <u>IMO: 5305534.</u> Kare Misje & Co	Cook, Welton & Gemmel Ltd, Beverley. Yard No: 903.	1955	St. Bartholomew FD27 <u>Official No: 185300.</u>	Bjogna Nautika (ORSV) Cam Vanguard (ORSV) Jon Paul Maju-Lisa	1965 1980 1990 1994 1998	Laid up in Cape Verde in 2013. Scrapped, sometime after 2014.
Nevis <u>IMO: 5300508.</u> Colne	Cochrane & Sons, Selby. Yard No: 1431.	1958	Kelvin GY60 <u>Official No: 168603.</u>	Ross Kelvin GY60 Ross Kelvin (ORSV) Nevis (ORSV)	1962 1981 1981	Scrapped in October 1987.
Norfolk Yeoman <u>IMO: 5256020.</u> Small & Co	Richard Ironworks, Lowestoft. Yard No: 424.	1955	Norfolk Yeoman LT337 <u>Official No: 186999.</u>	Norfolk Yeoman (ORSV) Eros 1 Eros Primo	1968 1968 1985	No records of her existence after 1985.
Northleigh. <u>IMO: 5426962.</u> Boston Putford	Livingstone & Co, Peterhead. Yard No: 2.	1957	Teresa Watterston GW4 <u>Official No: 300167.</u>	Granton Kestrel GN17 Emma Wood A735 Northleigh (ORSV) Northleigh A43 City Of Waterford (SV) Northleigh (SV)	1958 1963 1974 1987 2007 2009	Still listed as active in 2020. But, probably scrapped.
Notts forest <u>IMO: 5258377.</u> Colne	Goole Shipbuilding & Repair Co Ltd. Yard No: 522.	1960	Notts Forest GY649 <u>Official No: 301839.</u>	Notts Forest LT346. Notts Forest (ORSV)	1978 1981	Scrapped in December 1991.
Oakleigh <u>IMO: 5391686.</u> Boston Putford	Brooke Marine, Lowestoft. Yard No: 285.	1961	Wilronwood A546 <u>Official No: 303208.</u>	Oakleigh (ORSV) Oakleigh	1978 1992	Arrested by the Brazilian authorities, for smuggling in 1992. Scrapped, sometime after 1999.
Ocean Breeze Jackora Ltd	J Chambers, Lowestoft. Yard No: 563.	1927	Ocean Breeze LT343 <u>Official No: 149200.</u>	Ocean Breeze (Naval Service) Ocean Breeze FY810 Ocean Breeze LT343 Ocean Breeze LT341 Ocean Breeze (ORSV) Ocean Breeze (Greek owned)	1939 1943 1944 1947 1970 1974	Deleted from Lloyds register in 1988.
Ocean Scimitar <u>IMO: 5049336.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 446.	1959	Boston Scimitar LT100 <u>Official No: 301514.</u>	Ocean Scimitar LT100 Ocean Scimitar (ORSV) Putford Scimitar (ORSV) Putford Scimitar (laid up) Jolly Roger II	1974 1976 1984 1992 1994	Used as a tourist vessel in Cyprus. Still listed as active in 2012.
Ocean Surf Small & Co	Richard Ironworks, Lowestoft. Yard No: 432.	1956	Ocean Surf YH107 <u>Official No: 187906.</u>	Ocean Surf LT467 Ocean Surf (ORSV) Ocean Surf (trawler)	1963 1968 1969	Sold to South African owners in 1969. Wrecked on 23/7/1969 after running aground on the Natal coast.
Otterburn <u>IMO: 5422320.</u> Safetyships	Henry Scarr Ltd, Hessle. Yard No: 725.	1955	St Hilda HL25 <u>Official No: 187221.</u>	Boston Vulcan LT475 Otterburn (ORSV)	1963 1972	Scrapped in February 1979.
Pagona <u>IMO: 5300417.</u> Colne	Cochrane & Sons, Selby. Yard No: 1460.	1961	Ross Hawk GY657 <u>Official No: 301854.</u>	Ross Hawk (ORSV) Pagona (ORSV)	1976 1982	Scrapped in March 1991.
Paramount <u>IMO: 5270533.</u> Boston Putford	T Mitchison, Gateshead. Yard No: 94.	1959	Paramount A309 <u>Official No: 301575.</u>	Paramount (ORSV) Putford Eagle (ORSV) Pitufo A309 Grampian Avenger II A309 Pitufo A309 Sea Angel TN103	1976 1984 1986 1989 2005 2008	Still listed as active in 2020. But, probably scrapped.
Partisan <u>IMO: 5270997.</u> J Marr	T Mitchison, Gateshead. Yard No: 95.	1959	Partisan A310 <u>Official No: 301583.</u>	Partisan (ORSV)	1975	Scrapped in 1983

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Platessa Henry Lamprell	J W Brooke East Anglian Constructors. Oulton Broad.	1946	MFV 1576 <u>Official No: 166701.</u>	Platessa LT205 Platessa (ORSV)	1946 1968	Hulked in 1975.
Port Vale <u>IMO: 5282653.</u> Colne	Goole Shipbuilding & Repair Co Ltd, Goole. Yard No: 508.	1957	Port Vale GY484 <u>Official No: 181392.</u>	Port Vale LT309 Port Vale (ORSV)	1978 1981	Scrapped in February 1987.
Prince Philip <u>IMO: 5422162.</u> B.D.S.F	Hall, Russell, Aberdeen. Yard No: 905.	1963	Prince Philip FD400 <u>Official No: 303784.</u>	Prince Philip GY138 Prince Philip (ORSV) Colne Hunter (ORSV)	1968 1979 1986	Scrapped in July 1991.
Putford Eagle <u>IMO: 5270533.</u> Boston Putford	T Mitchison, Gateshead. Yard No: 94.	1959	Paramount A309 <u>Official No: 301575.</u>	Paramount (ORSV) Putford Eagle (ORSV) Pitufo A309 Grampian Avenger II A309 Pitufo A309 Sea Angel TN103	1976 1984 1986 1989 2005 2008	Still listed as active in 2020. But, probably scrapped.
Putford Falcon <u>IMO: 5343184.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 435.	1957	Suffolk Maid LT295 <u>Official No: 187015.</u>	Anna Christina KY338 Anna Christina (ORSV) Putford Falcon Jolly Roger 1	1970 1980 1984 1993	Still listed as active in 2020.
Putford Harrier <u>IMO: 5093715.</u> Boston Putford	Herd & Mackenzie, Buckie. Yard No: 174.	1960	Dreadnought A377 <u>Official No: 301590.</u>	Dreadnought (ORSV) Putford Harrier (ORSV)	1975 1984	Still listed as active in 2020. But, probably scrapped.
Putford Merlin <u>IMO: 5235686.</u> Boston Putford	Brooke Marine, Lowestoft. Yard No: 281.	1962	Mincarlo LT412 <u>Official No: 303677.</u>	Mincarlo (ORSV) Putford Merlin (ORSV) Mincarlo LT412 (museum)	1976 1984 1992	Now based in Lowestoft as a floating museum ship. Still afloat in 2020.
Putford Osprey <u>IMO: 5135109.</u> Boston Putford	Henry Scarr Ltd. Hessle. Yard No: 769.	1960	Granton Osprey GN19 <u>Official No: 300603.</u>	Granton Osprey (ORSV) Putford Osprey (ORSV) Ford Osprey	1977 1984 1993	Sold to Portuguese owners. Wrecked on the Portuguese coast in 1993.
Putford Petrel <u>IMO: 5076119.</u> Boston Putford	Cochrane & Sons, Selby. Yard No: 1458.	1961	Clione LT421 <u>Official No: 302394.</u>	Putford Petrel (ORSV) Lynn G (motor yacht)	1988 2000	Still listed as active in 2020. But, she was reported to have been scrapped in the Netherlands sometime previously.
Putford Scimitar <u>IMO: 5049336.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 446.	1959	Boston Scimitar LT100 <u>Official No: 301514.</u>	Ocean Scimitar LT100 Ocean Scimitar (ORSV) Putford Scimitar (ORSV) Jolly Roger II	1974 1976 1984 1994	Used as a tourist vessel in Cyprus. Still listed as active in 2020.
Rewga Colne	Richard Ironworks, Lowestoft. Yard No: 256.	1937	Rewga LT234 <u>Official No: 163002.</u>	Rewga (ORSV)	Late 1960s	Scrapped in October 1971.
Rewga <u>IMO: 5260253.</u> Colne	Richard Ironworks, Lowestoft. Yard No: 431.	1956	Ocean Dawn YH77 <u>Official No: 186405.</u>	Ocean Dawn LT466 Ocean Dawn KY371 Rewga (ORSV) Ocean Dawn (motor yacht)	1963 1969 1984 1988	Sold to Swedish owners in 1988. Still afloat in 2018, but in a derelict condition.
Rockfish <u>IMO: 5298248.</u> Colne	Richard Dunston Thorne. Yard No: 928.	1956	Rockfish LT244 <u>Official No: 187012.</u>	Rockfish (ORSV)	1969	Scrapped in 1986.
Ross Cormorant <u>IMO: 5091896.</u> B.U.T	Cochrane & Sons, Selby. Yard No: 1465.	1961	Ross Cormorant GY665 <u>Official No: 303275.</u>	Ross Cormorant (ORSV) Dominica (ORSV)	1979 1982	Scrapped in March 1991.
Ross Curlew <u>IMO: 5300364.</u> B.U.T	Cochrane & Sons, Selby. Yard No: 1469.	1961	Ross Curlew GY692 <u>Official No: 303293</u>	Ross Curlew (ORSV) Anegada (ORSV)	1981 1982	Scrapped in August 1991.

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Ross Eagle <u>IMO: 5300376.</u> B.U.T	Cochrane & Sons, Selby. Yard No: 1459.	1961	Ross Eagle GY656 <u>Official No: 301850.</u>	Ross Eagle (ORSV) Inagua (ORSV)	1975 1982	Scrapped in January 1992.
Ross Hawk <u>IMO: 5300417.</u> B.U.T	Cochrane & Sons, Selby. Yard No: 1460.	1961	Ross Hawk GY657 <u>Official No: 301854.</u>	Ross Hawk (ORSV) Pagona (ORSV)	1976 1982	Scrapped in March 1991.
Ross Heron <u>IMO: 5300429.</u> B.U.T	Cochrane & Sons, Selby. Yard No: 1468.	1962	Ross Heron GY693 <u>Official No: 303290.</u>	Ross Heron (ORSV) Mustique (ORSV)	1979 1981	Scrapped in August 1991.
Ross Kashmir <u>IMO: 5300481.</u> B.U.T	Cochrane & Sons, Selby Yard No: 1422.	1957	Kashmir GY43 <u>Official No: 181388.</u>	Ross Kashmir GY43 Ross Kashmir GY122 Ross Kashmir (ORSV) Grampian Fame (ORSV) Rainbow Warrior Rongdhonu.	1962 1968 1982 1982 1989 2011	Still listed in 2020, as a hospital ship, called Rongdhonu.
Ross Kelly <u>IMO: 5300493.</u> B.U.T	Cochrane & Sons. Selby. Yard No: 1408.	1956	Kelly GY6 <u>Official No: 184936.</u>	Ross Kelly GY6 Ross Kelly GY125 Ross Kelly (ORSV) Caicos (ORSV)	1962 1968 1981 1982	Scrapped in 1987.
Ross Kelvin <u>IMO: 5300508.</u> B.U.T	Cochrane & Sons, Selby. Yard No: 1431.	1958	Kelvin GY60 <u>Official No: 168603.</u>	Ross Kelvin GY60 Ross Kelvin (ORSV) Nevis (ORSV)	1962 1981 1982	Scrapped in October 1987.
Ross Kestrel <u>IMO: 5300510.</u> B.U.T	Cochrane & Sons, Selby. Yard No: 1461.	1961	Ross Kestrel GY658 <u>Official No: 303271.</u>	Ross Kestrel (ORSV)	1975	Scrapped in November 1979.
Ross Khartoum <u>IMO: 5300522.</u> B.U.T	Cochrane & Sons, Selby. Yard No: 1425.	1957	Khartoum GY47 <u>Official No: 181396.</u>	Ross Khartoum GY47 Ross Khartoum GY120 Ross Khartoum (ORSV)	1962 1968 1978	Ran aground on Aberdeen Beach, 1980. Scrapped in 1981.
Ross Kipling <u>IMO: 5300534.</u> B.U.T	Cochrane & Sons, Selby. Yard No: 1417.	1957	Kipling GY38 <u>Official No: 184995.</u>	Ross Kipling GY38 Ross Kipling GY126 Ross Kipling (ORSV) Grampian Freedom	1962 1968 1982 1982	Scrapped in 1991.
Ross Kittiwake <u>IMO: 5300546.</u> B.U.T	Cochrane & Sons, Selby. Yard No: 1467.	1961	Ross Kittiwake GY678 <u>Official No: 303284.</u>	Ross Kittiwake (ORSV) Desirade (ORSV)	1979 1982	Scrapped in September 1991.
Ross Mallard <u>IMO: 5300584.</u> B.U.T	Cochrane & Sons, Selby. Yard No: 1478.	1962	Ross Mallard GY699 <u>Official No: 304775.</u>	Ross Mallard (ORSV) Bermuda (ORSV) Bermuda (salvage vessel)	1980 1980 1991	Scrapped in October 1993.
Rotha Colne	Richard Ironworks, Lowestoft. Yard No: 255.	1937	Rotha LT208 <u>Official No: 162996.</u>	Elfin Rotha LT208 Rotha (ORSV)	1941 1946 1976	Scrapped in 1986.
Saltrou <u>IMO: 5076195.</u> Colne	John Lewis, Aberdeen. Yard No: 293.	1960	Clova A417 <u>Official No: 301593.</u>	Clova (ORSV) Saltrou (ORSV) Dawn Saviour (ORSV) Sea Guard (ORSV)	1975 1982 1987 1993	Still listed as active in 2020. But, probably scrapped.
Samarian <u>IMO: 5308598.</u> Colne	Cochrane & Sons, Selby. Yard No: 1418.	1957	Samarian GY445 <u>Official No: 181382.</u>	Samarian LT545 Samarian (ORSV) Samarian (laid up)	1976 1977 1977	Laid up in 1977, due to engine problem. Scrapped at Grimsby, in September 1979.
Sawfish <u>IMO: 5314896.</u> Colne	Richard Dunston Thorne. Yard No: 994.	1959	Sawfish LT66 <u>Official No: 301517.</u>	Sawfish (ORSV) Sawfish LT375	1976 1987	Scrapped in Spain, in1994.
Scampton <u>IMO: 5315058.</u> Colne	Richard Dunston, Hessle. Yard No: 776.	1961	Scampton GY166 <u>Official No: 301849.</u>	Scampton LT110 Scampton (ORSV)	1975 1981	Scrapped in 1991.

Name	Builder	Year of Build	Name as Built	Subsequent Names or Registration Numbers	Year of Change	Fate
Sheriffmuir Safety Ships	Henry Scarr Ltd, Hessle, Yard No: 685.	1952	Sheriffmuir LT313 <u>Official No: 189987.</u>	Sherriffmuir (ORSV)	1973	Ran aground on Balmedie Beach in 1976. She was eventually scrapped on the beach in 1983.
Silverfish <u>IMO: 5328328.</u> Colne	Richard Dunston, Thorne. Yard No: 1049.	1961	Silverfish LT340 <u>Official No: 302401.</u>	Silverfish (ORSV) Silverfish LT136 Antoxo (fishing vessel)	1977 1987 1989	Wrecked in 1991.
Southleigh <u>IMO: 5396442.</u> Putford Enterprises	Richard Ironworks, Lowestoft. Yard No: 417.	1953	Young Duke LT387 <u>Official No: 183995.</u>	Spes Aurea KY377 Southleigh KY377 Southleigh (ORSV) Eurodive 1 (Dive support) Falcon Falcon II Oceanic J Chrisoula Slieve Bloom Falcon II	1969 1973 1977 1987 1997 1998 1999 2004 2004 2006	Still listed in 2020. However, no longer believed to exist.
Spearfish <u>IMO: 5336430.</u> Colne	Richard Dunston, Thorne. Yard No: 927.	1956	Spearfish LT232 <u>Official No: 187009.</u>	Spearfish (ORSV)	1971	Sunk by Naval gunfire in the English Channel, in 1983. A collision had left the vessel partially submerged, and a hazard to shipping.
Spurs <u>IMO: 5337264.</u> Colne	Goole Shipbuilding & Repair Co Ltd, Goole. Yard No: 533.	1962	Spurs GY697 <u>Official No: 303300.</u>	Spurs (ORSV)	1981	Scrapped at Rainham, Kent, in July 1991.
SSAFA <u>IMO: 5337484.</u> Colne	Goole Shipbuilding & Repair Co Ltd, Goole. Yard No: 509.	1958	SSAFA FD155 <u>Official No: 187863.</u>	SSAFA LT73 SSAFA (ORSV)	1975 1977	Scrapped in July 1987.
St Anne <u>IMO: 5212115.</u> Colne	Cook, Welton & Gemmel Ltd, Beverley. Yard No: 981.	1962	Lord St Vincent H261 <u>Official No: 303809.</u>	St Anne (ORSV) Veesea Hawk (ORSV) Hawk 1	1980 1999 2001	Scrapped in February 2010.
St Davids <u>IMO: 5257323.</u> Colne	Cook, Welton & Gemmel Ltd, Beverley. Yard No: 982.	1962	Northern Gift GY704 <u>Official No: 304780.</u>	St Davids (ORSV)	1981	Scrapped in 1987.
St Elizabeth <u>IMO: 5257476.</u> Colne	Cook, Welton & Gemmel Ltd, Hull. Yard No: 980.	1962	Northern Reward GY694 <u>Official No: 303299.</u>	St Elizabeth (ORSV) Veesea Eagle (ORSV)	1982 1998	Scrapped in 2003.
St James <u>IMO: 5159715.</u> Colne	Vosper's Portsmouth.	1957	Boston Vanguard GY421 <u>Official No: 181390.</u>	Imprevu LR5003 Suffolk Enterprise LT492 St James LT492 St James (ORSV)	1962 1965 1974 1980	Scrapped in August 1986.
St Kitts <u>IMO: 6401701.</u> Colne	Cook, Welton & Gemmel Ltd, Beverley. Yard No: 986.	1964	Ella Hewett LO94 <u>Official No: 305593.</u>	St Kitts (ORSV)	1978	Scrapped in 2002.
St Louis <u>IMO: 5211977.</u> Colne	Cook, Welton & Gemmel Ltd, Beverley. Yard No: 979.	1962	Lord Jellicoe H228 <u>Official No: 301694.</u>	Lord Jellicoe GY709 St Louis (ORSV) St Louis (laid up) St Louis (Yacht)	1963 1980 1995 2000	Sold to Sweden and converted into a yacht. Still listed as St Louis in 2020.
St Lucia <u>IMO: 5306318.</u> Colne	Henry Scarr Ltd, Hessle. Yard No: 772.	1961	St Lucia LT362 <u>Official No: 302402</u>	St Lucia (ORSV)	1980	Scrapped in June 1991.
St Luke <u>IMO: 5297622.</u> Colne	Cook, Welton & Gemmel Ltd, Beverley. Yard No: 963.	1961	Robert Hewett LO65 <u>Official No: 302611.</u>	St Luke (ORSV) Veesea Merlin (ORSV)	1979 1998	Scrapped in August 2001.

Name	Builder	Year of Build	Name as Built	Subsequent Names or Registration Numbers	Year of Change	Fate
St Mark <u>IMO: 5062792.</u> Colne	John Lewis & Sons, Aberdeen. Yard No: 294.	1960	Captain Foley LO33 <u>Official No: 302523</u>	Boston Tristar GY210. St Mark LT327 St Mark (ORSV)	1972 1976 1980	Sank in the North Sea on 6/8/1990. The result of a colliding with an unlit towed barge.
St Martin <u>IMO: 5306394.</u> Colne	Henry Scarr Ltd, Hessele. Yard No: 773.	1961	St Martin LT376 <u>Official No: 302406</u>	St Martin (ORSV)	1977	Sank in the North Sea 10/1/1991.
St Matthew <u>IMO: 5338919.</u> Colne	Cook, Welton & Gemmel Ltd, Beverley. Yard No: 964.	1960	Starella H219 <u>Official No: 301645.</u>	Arctic Rebel H219 St Matthew (ORSV)	1975 1979	Scrapped in December 1986.
St Paul <u>IMO: 5022481.</u> Colne	Cook, Welton & Gemmel Ltd, Beverley. Yard No: 968.	1961	Arctic Vandal H344 <u>Official No: 301677.</u>	St Paul (ORSV)	1979	Scrapped in 2006.
St Rose <u>IMO: 5171206.</u> Colne	Cochrane & Sons, Selby. Yard No: 1346.	1949	Milford Duke M3 <u>Official No: 183831.</u>	Jean Vauquelin DI 1593 St Rose LT82 St Rose (laid up) St Rose (ORSV) Unda (ORSV)	1955 1968 1981 1985 1985	Scrapped in July 1985.
Stoic <u>IMO: 5260576.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 410.	1952	Ocean Starlight YH61 <u>Official No: 185677.</u>	Ocean Starlight LT465 Neptunus KW38 Dolfjin (ORSV) Stoic LT465 Stoic (ORSV) Dawn Spray (ORSV) Dawn Spray LT465	1963 1967 1970 1972 1976 1981 1987	Scrapped in 1995.
Suffolk Challenger <u>IMO: 6811102.</u> Small & Co	Appledore shipbuilders, Devon. Yard No: 55.	1968	Suffolk Challenger LT555 <u>Official No: 336021.</u>	Suffolk Challenger (ORSV) Suffolk Challenger LT373 Jer Dos Suffolk Challenger LT373 Marsak	1980 1986 1987 1995 2011	Abandoned and left to become derelict at Tabarka, Tunisia.
Suffolk Chieftain <u>IMO: 6815304.</u> Small & Co	Appledore shipbuilders, Devon. Yard No: 56.	1968	Suffolk Chieftain LT556 <u>Official No: 336027.</u>	Suffolk Chieftain (ORSV) Suffolk Chieftain LT372	1980 1986	Still fishing in 2020, as Suffolk Chieftain LT372.
Suffolk Crusader <u>IMO: 6829123.</u> Small & Co	Appledore shipbuilders, Devon. Yard No: 57.	1968	Suffolk Crusader LT557 <u>Official No: 336030.</u>	Suffolk Crusader (ORSV) Suffolk Crusader LT350 Regina LT350 North Sea Coast LT350 North Sea Coast AR350	1982 1987 1991 1994 1997	Scrapped in 2013.
Suffolk Endeavour <u>IMO: 6801559.</u> Small & Co	Appledore shipbuilders, Devon. Yard No: 39.	1968	Suffolk Endeavour LT789 <u>Official No: 309517.</u>	Suffolk Endeavour (ORSV) Suffolk Endeavour LT265 Suffolk Endeavour (ORSV) Suffolk Endeavour LT374	1976 1977 1980 1987	Scrapped in September 2008.
Suffolk Sentinel <u>IMO: 6717241.</u> Small & Co	Appledore shipbuilders, Devon. Yard No: 32.	1967	Constance Banks LT979 <u>Official No: 309502.</u>	Suffolk Sentinel (ORSV) Suffolk Sentinel LT348 North Coast AR96	1982 1986 1992	Still listed as active in 2020. But, probably scrapped.
Suffolk Venturer <u>IMO: 6719419.</u> Small & Co	Appledore shipbuilders, Devon. Yard No: 33.	1967	Suffolk Venturer LT777 <u>Official No: 309512.</u>	Suffolk Venturer (ORSV) Suffolk Venturer LT 349 South Coast AR95 Grand Sol Gorilero	1982 1986 1993 2004 2007	Still listed as active in 2020. But, probably scrapped.
Summerlee <u>IMO: 5344217.</u> B.U.T	John Lewis, Aberdeen. Yard No 244.	1956	Summerlee LH65 <u>Official No: 186649.</u>	Summerlee A577 Summerlee (ORSV)	1963 1974	Scrapped in 1978.
Thessalonian <u>IMO: 5358787.</u> Colne	Cochrane & Sons, Selby. Yard no: 1398.	1955	Thessalonian GY112 <u>Official No: 184925.</u>	Thessalonian LT272 Thessalonian (ORSV) Martinique (ORSV)	1976 1977 1977	Scrapped in January 1987.

Name	Builder	Year of Build	Name as Built	Subsequent Names or Registration Numbers	Year of Change	Fate
Tiberian <u>IMO: 5360871.</u> Colne	Cochrane & Sons, Selby. Yard No: 1464.	1961	Tiberian GY673 <u>Official No: 303281</u>	Tiberian LT273 Tiberian (ORSV) Suffolk Maid LT349 Suffolk Maid (cargo vessel)	1976 1977 1978 1981	Ran Aground in St Croix, during a hurricane, in 1984. Refloated and scuttled, in 1986.
Tippermuir <u>IMO: 5260629.</u> Safetyships	Richard Ironworks, Lowestoft. Yard No: 434.	1957	Ocean Trust YH377 <u>Official No: 187913.</u>	Ocean Trust LT469 Ocean Trust KY379 Tippermuir (ORSV) Celita (ORSV) Pescafish V LT379 Belton LT379 Belton FH637 Cantara FH637	1963 1969 1973 1980 1987 1990 1991 1996	Scrapped in 2004
Tobago <u>IMO: 5315008.</u> Colne	Cochrane & Sons, Selby. Yard No: 767.	1959	Saxon Venture GY616 <u>Official No: 301820.</u>	Tobago LT165 Tobago (ORSV)	1976 1979	Scrapped in February 1987.
Togo <u>IMO: 6514132.</u> Colne	Richard Dunston, Hessle. Yard No: 821.	1965	Boston Viking LT510 <u>Official No: 306585.</u>	Boston Viking G110 Boston Viking LT510 Fraser Viking LT510 Boston Viking LT510 Bob Read II LT510 Togo (ORSV) Togo (motor yacht)	1973 1974 1982 1982 1983 1984 1991	Converted into a yacht and still active in 2020.
Trinidad Colne	Cochrane & Sons, Selby. Yard No: 1357.	1950	Milford Knight M127 <u>Official No: 183934.</u>	Trinidad LT210 Trinidad (ORSV)	1955 1970	Scrapped in 1976.
Trinidad <u>IMO: 5079733.</u> Colne	Cochrane & Sons, Selby. Yard No: 1439.	1959	Corena FD173. <u>Official No: 301876.</u>	Corena (ORSV) Trinidad (ORSV)	1973 1978	Scrapped in January 1987.
Umberleigh <u>IMO: 5135094.</u> Boston Putford	Hall, Russell, Aberdeen. Yard No: 886.	1960	Granton Merlin GN72 <u>Official No: 300604.</u>	Granton Merlin (ORSV) Umberleigh (ORSV) Merlin G (Motor Yacht)	1978 1978 1979	Still listed as active as Merlin G, in 2020.
Unda <u>IMO: 5171206.</u> COLNE	Cochrane & Sons, Selby. Yard No: 1346.	1949	Milford Duke M3 <u>Official No: 183831.</u>	Jean Vauquelin DI1593 St Rose LT82 St Rose (laid up) St Rose (ORSV) Unda (ORSV)	1955 1968 1981 1985 1985	Scrapped in July 1985.
Vanessa Ann <u>IMO: 5376375.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 403.	1951	Vanessa Ann LT254 <u>Official No: 183981.</u>	Vanessa Ann FD133 Vanessa Ann (ORSV) Vanessa Ann (yacht) Santa Barbara Ann (yacht)	1958 1971 1982 1991	Converted into a topsail schooner in 1982. Still in service in 2020.
Veesea Eagle <u>IMO: 5257476.</u> Veeseas	Cook, Welton & Gemmel Ltd, Hull. Yard No: 980.	1962	Northern Reward GY694 <u>Official No: 303299.</u>	St Elizabeth (ORSV) Veesea Eagle (ORSV)	1982 1998	Scrapped in 2003.
Veesea Hawk <u>IMO: 5212115.</u> Veeseas	Cook, Welton & Gemmel Ltd, Beverley. Yard No: 981.	1962	Lord St Vincent H261 <u>Official No: 303809.</u>	St Anne (ORSV) Veesea Hawk (ORSV) Hawk 1	1980 1999 2001	Scrapped in February 2010.
Veesea Merlin <u>IMO: 5297622.</u> Veeseas	Cook, Welton & Gemmel Ltd, Beverley. Yard No: 963.	1961	Robert Hewett LO65 <u>Official No: 302611.</u>	St Luke (ORSV) Veesea Merlin (ORSV)	1979 1998	Scrapped in August 2001.
Waddington <u>IMO: 5384578.</u> Colne	Richard Dunston, Hessle. Yard No: 777.	1962	Waddington GY680 <u>Official No: 303286.</u>	Waddington LT79 Waddington (ORSV)	1975 1981	Scrapped in October 1991.
Warbler Boston Putford	Goole Shipbuilding & Repair Co Ltd, Goole. Yard No: 153.	1912	Warbler H507 <u>Official No: 133409.</u>	Warbler (minesweeper no 412) Warbler H507 Warbler LO251 Warbler LT63 Warbler (ORSV)	1914 1919 1940 1958 1968	Scrapped in 1975.

Name	Builder	Year of Build	Name as Built	Subsequent Names or Registration Numbers	Year of Change	Fate
Warbler <u>IMO: 5064295.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 280.	1961	Carlton Queen LT363 <u>Official No: 302398.</u>	Warbler (ORSV) Dawn Warbler (ORSV) Autumn Swallow LT363 Autumn Swallow FD363 Seahorse M363 Crystal	1976 1981 1986 1991 1993 2002	Scrapped in 2008.
W.F.P <u>IMO: 5384279.</u> Putford Enterprises	Thomas Summers, Fraserburgh.	1958	W.F.P LT310 <u>Official No: 187026.</u>	W.F.P (ORSV) W.F.P (MV)	1969 1970	Sank in the Mediterranean in 1976.
Willa Colne	Richard Ironworks, Lowestoft.	1935	Willa LT35 <u>Official No: 162976.</u>	Willa (ORSV)	1971	Scrapped in July 1986
Winkleigh <u>IMO: 5343158.</u> Boston Putford	Brooke Marine, Lowestoft, Yard No: 462.	1961	Suffolk Craftsman LT442 <u>Official No: 302405.</u>	Winkleigh LT422 Winkleigh (ORSV) Winkleigh	1974 1980 1993	Sold to African owners in 1993. Scrapped sometime after 2015.
Woodleigh <u>IMO: 5392733.</u> Boston Putford	Richard Ironworks, Lowestoft. Yard No: 452.	1960	Woodleigh LT240. <u>Official No: 301526.</u>	Woodleigh (ORSV) Woodleigh (various uses) Hecla (laid up)	1975 1993 1995	Scrapped in 2002.
Young Elizabeth <u>IMO: 5396454.</u> Putford Enterprises	Richard Ironworks, Lowestoft. Yard No: 416.	1953	Young Elizabeth LT375. <u>Official No: 183993.</u>	Young Elizabeth (ORSV) Young Elizabeth (Houseboat)	1968 1988	Reported as being berthed in Amsterdam as a houseboat in 2011. Still listed as a yacht in 2020. But, no confirmation of her existence.





ST MARK, SINKING IN THE NORTH SEA ON 6th AUGUST 1990.

The sinking is testament to the fact these vessels were not themselves immune to the hazards of the North Sea.

This sinking was the result of a collision with an unlit barge. St Mark sank 6 minutes after the collision.

Only a few days previous, the crew had rescued the crew from another vessel in distress. Fortunately, on both occasions, there was no loss of life.



A BRISTOW'S BELL 212 HELICOPTER, PREPARING TO WINCH UP 2 MEN FROM SUFFOLK VENTURER, IN 1982.

The 2 men had been rescued by the crew of the standby vessel, after falling overboard from the semi-submersible drilling rig Sedco 700.

The 2 men had been working on the starboard flare boom of the rig, when it collapsed into the sea.

Due to the fact that, all operations involving over side work always meant that standby vessels were on close standby.

The 2 men were recovered in less than 5 minutes. This was in spite of difficult sea conditions, which caused the men to drift a considerable distance from the rig.

This incident gives testament to the skills and training of the crews, who manned these vessels.



THE FOREDECK OF CAM CIVET.



THE FOREDECK OF CAM TIGER.

The fast rescue vessels, as shown, were expected to be in the water in 3 minutes or less.

The casualty was then expected to be on board in less than 5 minutes.

In spite of at times, very difficult sea conditions this was usually achieved.

In the cold waters of the North Sea, any longer than these times could mean the casualties in the water would not survive.

Because of excellent response times, many men owe their lives to the professionalism of the crews of these fast rescue vessels.



THE FOREDECK OF COLNE PHANTOM.



A TYPICAL FAST RESCUE BOAT, AS USED IN THE NORTH SEA.

BRITISH STERN TRAWLERS CONVERTED INTO STANDBY VESSELS.



BOSTON SEA COBRA, shown as Boston Sea Cobra LT290

Built by Richards Shipbuilders of Great Yarmouth (yard no: 536), for Boston Deep Sea Fisheries as Boston Sea Cobra LT290.

She was launched on 26/1/1978 and completed in April 1978.

She had a length of 86ft and a beam of 26ft. Her gross tonnage was 211 tons. She was powered by a 700bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

She was converted into a stand by vessel in 1984. In 1988, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Cobra.

She continued to operate as a stand by vessel until 1993. In 1993, she was sold to Dublin owners. Who then reconverted her back to a fishing vessel and renamed her Marie Dawn D121.

She was eventually scrapped sometime after 2001.

IMO: 7703089.



BOSTON SEA GAZELLE

Built by Richards Shipbuilders of Great Yarmouth (yard no: 537), for Boston Deep Sea Fisheries as Boston Sea Gazelle LT291.

She was launched on 11/4/1978 and completed on 2/9/1978.

She had a length of 86ft and a beam of 26ft. Her gross tonnage was 211 tons. She was powered by a 700bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

She was converted into a stand by vessel in 1984. In 1988, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Gazelle.

She then continued to operate as a stand by vessel until 1994.

In 1994, she was sold to unknown owners, who converted her to a motor yacht and renamed her Natell. In 2011, she was renamed Kama Bay. She was still listed in 2020

IMO: 7711438.



BOSTON SEA KNIGHT

Built by John R Hepworth & Co of Hull, (yard no: 120), for Boston Deep Sea Fisheries as Boston Sea Knight LT319.

She was launched on 11/4/1978 and completed on 2/9/1978.

She had a length of 86ft and a beam of 26ft. Her gross tonnage was 211 tons. She was powered by a 700bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

She was converted into a stand by vessel in 1984. In 1988, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Knight.

She then continued to operate as a stand by vessel until 1995. In 1995, she was sold to Covex Beech Ltd, who appear to have used her as a work vessel, possibly diving support. In 2003, she was sold to Maltese owners, who converted her to a tuna fishing vessel. She was renamed Rosario Tuna and given the registration MFD8511. She was still listed in 2020

IMO: 7409310.



BOSTON SEA STALLION, shown as Boston Sea Stallion LT293.

Built by Richards Shipbuilders of Great Yarmouth (yard no: 538), for Boston Deep Sea Fisheries as Boston Sea Stallion LT293.

She was launched on 21/6/1978 and completed on 13/11/1978.

She had a length of 86ft and a beam of 26ft. Her gross tonnage was 211 tons. She was powered by a 700bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

She was converted into a stand by vessel in 1984. In 1988, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Stallion.

She then continued to operate as a stand by vessel in the British sector until 1992. In 1992, she was sold to Vrouwe Elisabeth Shipping Ltd, and was then renamed Kos Venture.

In 1998 she was sold to unknown owners, who converted her to an exhibition vessel/motor yacht and renamed her Venture. She was still listed in 2020

IMO: 7711438.



BOSTON SEA VIXEN, shown as Boston Sea Vixen LT390.

Built by Richards Shipbuilders of Great Yarmouth (yard no: 535), for Boston Deep Sea Fisheries as Boston Sea Vixen LT390.

She was launched on 27/10/1977 and completed in January 1978.

She had a length of 86ft and a beam of 26ft. Her gross tonnage was 211 tons. She was powered by a 700bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

She was converted into a stand by vessel in 1984. In 1988, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Vixen.

She then continued to operate as a stand by vessel in the British sector until 1993. In 1993, she was sold to Salmara Fisheries of Dublin, and then became the fishing vessel Ocean Wave.

In 2014, she was sold to Mislov Ltd of Croatia and renamed Roso. She was still listed as a fishing vessel in 2020, and still based in Croatia.

IMO: 7703077.



BPOS HARVESTER

Built by Cubow Ltd of Woolwich (yard no: 674), for Small & Co Ltd of Lowestoft as Suffolk Harvester LT175. She was completed in December 1972. She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

In 1979, she was chartered by the Royal Navy for use as a minesweeper. For this role she became HMS Venturer M08.

In 1984, she was returned to Small & Co, and was once again called Suffolk Harvester. She was then converted into a stand by vessel.

In 1989, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Harvester. In 2005, she was sold to Vroon Offshore Services, who renamed her VOS Harvester.

In 2009, she was sold to Boston Putford Offshore Services Ltd. She was then renamed BPOS Harvester.

She continued to operate as a stand by vessel up until 2020. She was then converted into a motor yacht and renamed Venturer.

IMO: 7210848.



BRITANNIA CHAMPION

Built by Richards Shipbuilders of Great Yarmouth (yard no: 546), for Small & Co Ltd, as Suffolk Champion LT333.

She was launched on 6/12/1979 and completed in February 1980.

She had a length of 109ft and a beam of 30ft 3in. Her gross tonnage was 313 tons. She was powered by a 1,200bhp Mirrlees Blackstone 4 stroke 12 cylinder diesel.

She was converted into a stand by vessel in 1984. In 1989, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Champion.

In 1994, she was sold to Icelandic owners. She was then converted back into a fishing vessel and renamed Liefur Eiriksson.

In 1995 she was sold to Norwegian owners, who renamed her Skude Pioneer. As Skude Pioneer, it's believed she was used as a stand by vessel in the Norwegian sector.

In 1995, she was sold again to unknown owners and renamed Thor Pioneer. Again it's believed she was used as a stand by vessel, although not in the British sector.

In 2018, she was sold to South American owners for use as a work vessel. Her new owners renamed her Viking Pioneer. In 2020, she was based in South America.

IMO: 7816862.



BRITANNIA COBRA, as Marie Dawn D121.

Built by Richards Shipbuilders of Great Yarmouth (yard no: 536), for Boston Deep Sea Fisheries as Boston Sea Cobra LT290.

She was launched on 26/1/1978 and completed in April 1978.

She had a length of 86ft and a beam of 26ft. Her gross tonnage was 211 tons. She was powered by a 700bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

She was converted into a stand by vessel in 1984. In 1988, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Cobra.

She continued to operate as a stand by vessel until 1993. In 1993, she was sold to Dublin owners. Who then reconverted her back to a fishing vessel and renamed her Marie Dawn D121.

She was eventually scrapped sometime after 2001.

IMO: 7703089.



BRITANNIA CONQUEST

Her hull was built by Cubow Ltd of Woolwich (yard no: 671) and she was launched on 20/3/1973.

She was then completed by Fairmile of Berwick on 12th December 1974, for Small & Co Ltd of Lowestoft, as Suffolk Conquest LT317.

She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

In 1980, she was converted into the stand by vessel Suffolk Conquest. In 1991, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Harvester.

In 2009, she was sold to Vroon Offshore Services, who renamed her VOS Conquest. On the 9th February 2011, she arrived for scrapping in Grenaa, Denmark.

IMO: 7311446.



BRITANNIA FURY, as Boston Sea Fury LT139.

Built by Hugh Mclean & Sons of Renfrew (yard no: 5009), for Boston Deep Sea Fisheries as Boston Sea Fury LT139. She was launched in 1972 and completed in December 1972.

She had a length of 109ft 4in and a beam of 26ft 11in. Her gross tonnage was 312 tons. She was powered by a 1,095bhp 4 stroke 6 cylinder diesel.

In 1988, she was sold to Britannia Marine of Lowestoft. She was then converted into a standby vessel and renamed Britannia Fury.

In 1994, she was sold to unknown owners, who converted her to a motor yacht and renamed her Fury. In 1997, she became the motor yacht Britannia Fury.

In 2002, she became the motor yacht Tannia. There are no records of her continued existence in 2020.

IMO: 7224772.



BRITANNIA GAZELLE

Built by Richards Shipbuilders of Great Yarmouth (yard no: 537), for Boston Deep Sea Fisheries as Boston Sea Gazelle LT291.

She was launched on 11/4/1978 and completed on 2/9/1978.

She had a length of 86ft and a beam of 26ft. Her gross tonnage was 211 tons. She was powered by a 700bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

She was converted into a stand by vessel in 1984. In 1988, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Gazelle.

She then continued to operate as a stand by vessel until 1994.

In 1994, she was sold to unknown owners, who converted her to a motor yacht and renamed her Natell. In 2011, she was renamed Kama Bay. She was still listed in 2020.

IMO: 7711438.



BRITANNIA HARVESTER

Built by Cubow Ltd of Woolwich (yard no: 674), for Small & Co Ltd of Lowestoft as Suffolk Harvester LT175. She was completed in December 1972.

She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

In 1979, she was chartered by the Royal Navy for use as a minesweeper. For this role she became HMS Venturer M08.

In 1984, she was returned to Small & Co, and was once again called Suffolk Harvester. She was then converted into a stand by vessel.

In 1989, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Harvester. In 2005, she was sold to Vroon Offshore Services, who renamed her VOS Harvester.

In 2009, she was sold to Boston Putford Offshore Services Ltd. She was then renamed BPOS Harvester.

She continued to operate as a stand by vessel up until 2020. She was then converted into a motor yacht and renamed Venturer.

IMO: 7210848.



BRITANNIA KNIGHT, as Boston Sea Knight

Built by John R Hepworth & Co of Hull, (yard no: 120), for Boston Deep Sea Fisheries as Boston Sea Knight LT319.

She was launched on 11/4/1978 and completed on 2/9/1978.

She had a length of 86ft and a beam of 26ft. Her gross tonnage was 211 tons. She was powered by a 700bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

She was converted into a stand by vessel in 1984. In 1988, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Knight.

She then continued to operate as a stand by vessel until 1995. In 1995, she was sold to Covex Beech Ltd, who appear to have used her as a work vessel, possibly diving support. In 2003, she was sold to Maltese owners, who converted her to a tuna fishing vessel. She was renamed Rosario Tuna and given the registration MFD8511. She was still listed in 2020

IMO: 7409310.



BRITANNIA MONARCH

Built by Cubow Ltd of Woolwich (yard no: 673), for Small & Co Ltd of Lowestoft as Suffolk Monarch LT170.

She was launched on 25/11/1972 and completed on 11/7/1973.

She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

In 1978, she was chartered by the Royal Navy for use as a minesweeper. For this role she became HMS St David M07.

In 1984, she was returned to Small & Co, and was once again called Suffolk Monarch. She was then converted into a stand by vessel.

In 1990, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Monarch. In 2005, she was sold to Vroon Offshore Services.

In 2009, she was renamed VOS Monarch. She was scrapped in July 2010.

IMO: 7234296



BRITANNIA STALLION

Built by Richards Shipbuilders of Great Yarmouth (yard no: 538), for Boston Deep Sea Fisheries as Boston Sea Stallion LT293.

She was launched on 21/6/1978 and completed on 13/11/1978.

She had a length of 86ft and a beam of 26ft. Her gross tonnage was 211 tons. She was powered by a 700bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

She was converted into a stand by vessel in 1984. In 1988, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Stallion.

She then continued to operate as a stand by vessel in the British sector until 1992. In 1992, she was sold to Vrouwe Elisabeth Shipping Ltd, and was then renamed Kos Venture.

In 1998 she was sold to unknown owners, who converted her to an exhibition vessel/motor yacht and renamed her Venture. She was still listed in 2020

IMO: 7711438.



BRITANNIA VIXEN, shown as Boston Sea Vixen LT390.

Built by Richards Shipbuilders of Great Yarmouth (yard no: 535), for Boston Deep Sea Fisheries as Boston Sea Vixen LT390.

She was launched on 27/10/1977 and completed in January 1978.

She had a length of 86ft and a beam of 26ft. Her gross tonnage was 211 tons. She was powered by a 700bhp Mirreles Blackstone 4 stroke 8 cylinder diesel.

She was converted into a stand by vessel in 1984. In 1988, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Vixen.

She then continued to operate as a stand by vessel in the British sector until 1993. In 1993, she was sold to Salmara Fisheries of Dublin, and then became the fishing vessel Ocean Wave.

In 2014, she was sold to Mislov Ltd of Croatia and renamed Roso. She was still listed as a fishing vessel in 2020, and still based in Croatia.

IMO: 7703077.



BRITANNIA WARRIOR

Built by Cubow Ltd of Woolwich (yard no: 672), for Small & Co Ltd of Lowestoft, as Suffolk Warrior LT171.

She was launched on 16/3/1972 and completed on 1/6/73.

She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirreles Blackstone 4 stroke 8 cylinder diesel.

In 1977, she was converted into the stand by vessel Suffolk Warrior. In 1990, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Warrior.

In 2005, she was sold to Vroon Offshore Services. She was renamed her VOS Warrior in 2009. In December 2015, she arrived for scrapping in Ghent, Belgium.

IMO: 7225673.



BUE FOULA

Built by Ferguson Brothers Ltd of Port Glasgow (Yard No: 450) for Thomas Hamling Ltd of Hull, as St Jerome H442.

She was launched on 7/11/1967 and completed in April 1968.

She had a length of 217ft and a beam of 39ft 4in. Her gross tonnage was 1,288 tons. She was powered by a 2,160bhp British Polar 2 stroke 6 cylinder diesel.

In 1985, she was sold to Seaboard Offshore. She was then converted into a stand by vessel and renamed Seaboard Intrepid.

In 1995, she was sold to Hornbeck Offshore, who renamed her Hornbeck Intrepid. In 1997, she was sold to Tidewater Marine, who renamed her Tidewater Intrepid.

In 1999, she was sold to BUE North Sea Ltd, who then renamed her BUE Foula. She was scrapped in Norway in March 2004.

IMO: 6800907.



BUE SKYE

Built by Ferguson Brothers Ltd of Port Glasgow (Yard No: 453) for Thomas Hamling Ltd of Hull, as St Jasper H31.

She was launched on 14/8/1968 and completed in December 1968.

She had a length of 231ft and a beam of 39ft 4in. Her gross tonnage was 1,286 tons. She was powered by a 2,160bhp British Polar 2 stroke 6 cylinder diesel.

In 1985, she was sold to Seaboard Offshore. She was then converted into a stand by vessel and renamed Seaboard Integrity.

In 1995, she was sold to Hornbeck Offshore, who renamed her Hornbeck Integrity. In 1998, she was sold to Tidewater Marine, who renamed her Tidewater Integrity. In 1999, she was sold to BUE North Sea Ltd, who then renamed her BUE Skye. In 2005, she was sold to Viking North Sea Ltd. She was renamed Viking Skye in 2006.

She arrived for scrapping at Kristiansand, Norway on 30th July 2008.

IMO: 682506



CAM GUARDIAN

Built by Clelands Shipbuilding Co Ltd of Wallsend (Yard No: 318), for J Marr Ltd of Fleetwood, as Luneda FD134.

She was launched on 27/4/1971 and completed on 1/10/1971.

She had a length of 137ft and a beam of 32ft 3in. Her gross tonnage was 532 tons. She was powered by a 1,900bhp English Electric 4 stroke 12 cylinder diesel.

In 1984, she was sold to Cam Shipping. She was then converted into a stand by vessel and renamed Cam Guardian.

In 1996, she was sold to Viking Standby, who renamed her Viking Guardian. She was scrapped at Esbjerg, Denmark in September 2006.

IMO: 7106853



CAM RETRIEVER

Built by Grangemouth Dockyard Company, Grangemouth (Yard No: 543), for J Marr Ltd of Fleetwood, as Irvana FD141.

She was launched on 19/10/1971 and completed in March 1972.

She had a length of 130ft 7in and a beam of 32ft 1in. Her gross tonnage was 533 tons. She was powered by a 1,900bhp English Electric 4 stroke 12 cylinder diesel.

In 1985, she was sold to Cam Shipping. She was then converted into a stand by vessel and renamed Cam Retriever.

In 1995, she was sold to Viking Standby, who renamed her Viking Retriever. She arrived for scrapping at Grenaa, Denmark on 13/11/2005.

IMO: 7122481



CAM SEARCHER

Built by Clelands Shipbuilding Co Ltd of Wallsend (Yard No: 317), for J Marr Ltd of Fleetwood, as Gavina FD126.

She was launched on 14/1/1971 and completed on 1/4/1971.

She had a length of 137ft and a beam of 32ft. Her gross tonnage was 532 tons. She was powered by a 1,900bhp English Electric 4 stroke 12 cylinder diesel.

In 1984, she was sold to Cam Shipping. She was then converted into a stand by vessel and renamed Cam Searcher.

In 1996, she was sold to Viking Standby, who renamed her Viking Searcher. She was scrapped at Esbjerg, Denmark in September 2005.

IMO: 7044081.



GRAMPIAN CHIEFTAIN

Built by Goole Shipbuilding Co Ltd (Yard no: 590), for George Craig & Sons Ltd, as Grampian Chieftain A562. She was launched on 27/4/1976 and completed in December 1976.

Her length was 127ft 1in and her beam was 31ft. She was 385 gross tons. She was powered by a 1,700bhp Mirrless Blackstone 4 stroke 16 cylinder diesel.

She worked out of Aberdeen, until 1988. In 1990, she was converted into a standby vessel. She continued in this role with the same owners until 2006.

She was then sold to Offshore Marine Services in Denmark, & was renamed OMS Pollux. She was then used as a survey vessel.

In 2014, she was renamed Geo Ocean II. As of 2020, she continued to operate as a survey vessel.

IMO: 7427166.



GRAMPIAN CITY

Built by Goole Shipbuilding Co Ltd (Yard no: 589), for the Burwood Fishing Co Ltd of Aberdeen, as Shielwood A544.

She was launched on 14/6/1976 and completed on 21/9/1976.

Her length was 128ft 11in and her beam was 31ft 9in. She was 387 gross tons. She was powered by a 1,700bhp Mirrless Blackstone 4 stroke 16 cylinder diesel

In 1977, she was sold to British United Trawlers and was renamed Pindarus A544.

In 1984, she was sold to George Craig & Sons Ltd of Aberdeen and then became Grampian City A544.

She was converted to a standby vessel in 1990, and continued in this role until she was scrapped in January 2005.

IMO: 7409293.



GRAMPPIAN DEE

Built by Goole Shipbuilding Co Ltd (Yard no: 584), for Boston Deep Fisheries Ltd of Fleetwood, as Boston Halifax GY321. She was completed on 28/4/1976. Her length was 128ft 11in and her beam was 31ft 9in. She was 389 gross tons. She was powered by a 1,440bhp Mirrless Blackstone 4 stroke 16 cylinder diesel.

In 1985, she became Boston Halifax LO339. In 1986, she was sold to Danish owners, she then continued fishing as Drot E310.

In 1990, she was sold to George Craig & Sons Ltd of Aberdeen. She was then converted to a standby vessel and renamed Grampian Dee.

In 2009, she was sold overseas and renamed Fendercare Independence. In 2014, she was renamed Miss Karen. She was still in service in 2020.

IMO: 7342380.



GRAMPPIAN FURY

Built by Brooke Marine of Lowestoft (Yard No: 319), for the Ranger Fishing Co Ltd of North Shields, as Ranger Aurora SN149.

She was launched on 29/7/1965 and completed in February 1966.

Her length was 117ft 1in and her beam was 32ft 6in. She was 742 gross tons. She was powered by a 1,270bhp English Electric 14 cylinder 4 stroke diesel.

In 1973, she was owned by British United Trawlers of Hull. She was then renamed Esquimaux H236.

In 1976, she was sold to Safetyships Ltd of Aberdeen. She was then converted into a stand by vessel and renamed Harlaw.

In 1983, she was sold to George Craig & Sons Ltd of Aberdeen, who then renamed her Grampian Fury.

In 1987, she was sold to Marina Fishing Ltd of Aberdeen. She was then converted back to a stern trawler and became Grampian Fury A45.

In 1992, she was owned by Pescanova Ltd of Aberdeen. Both these companies were flagship companies and Grampian Fury A45 was never based in the UK.

In 1994, she was sold to Polar Ltd of Port Stanley. She retained British registry up until 1997. In 1997, she was sold to Uruguayan owners and registered in Uruguay.

The last record of her was in 2011, when she was arrested off the coast of Namibia. She was scrapped sometime after this.

IMO: 6519494.



GRAMPPIAN WARRIOR

Built by Goole Shipbuilding Co Ltd (Yard no: 591), for George Craig & Sons Ltd, as Grampian Warrior A643. She was launched on 24/11/1976 and completed on 16/2/1977.

Her length was 127ft 1in and her beam was 31ft. She was 385 gross tons. She was powered by a 1,700bhp Mirrless Blackstone 4 stroke 16 cylinder diesel.

She worked out of Aberdeen, until 1990. In 1990, she was converted into a standby vessel. She continued in this role with the same owners until 2002.

In 2002, she was sold to Croatian owners, converted into a Tuna fishing vessel, and renamed Mingo.

In 2014, she was renamed Pelagos II. As of 2020, she continued to operate as a Tuna fishing vessel.

IMO: 7427178.



GRAMPIAN WOOD

Built by Goole Shipbuilding & Repairing Co Ltd (Yard no: 588), for the Burwood Fishing Co Ltd, as Clarkwood A526. She was launched on 15/4/1976 and completed in July 1976. She had a length of 128ft 11in and a beam of 31ft 9in. Her gross tonnage was 387 tons. She was powered by a 1,700bhp Mirrlees 4 stroke 16 cylinder diesel. In 1990, she was sold to George Craig & Sons Ltd of Aberdeen. She was then converted to a standby vessel and renamed Grampian Wood. In 2000, she was sold to a Danish company, converted into a cable layer and diving support vessel, and renamed Cable One. She was scrapped at Greena, Denmark in June 2020.

IMO: 7409281.



HARLAW

Built by Brooke Marine of Lowestoft (Yard No: 319), for the Ranger Fishing Co Ltd of North Shields, as Ranger Aurora SN149. She was launched on 29/7/1965 and completed in February 1966. Her length was 171ft and her beam was 32ft 6in. She was 742 gross tons. She was powered by a 1,270bhp English Electric 12 cylinder 4 stroke diesel. In 1973, she was owned by British United Trawlers of Hull. She was then renamed Esquimaux H236. In 1976, she was sold to Safetyships Ltd of Aberdeen. She was then converted into a stand by vessel and renamed Harlaw. In 1983, she was sold to George Craig & Sons Ltd of Aberdeen, who then renamed her Grampian Fury. In 1987, she was sold to Marina Fishing Ltd of Aberdeen. She was then converted back to a stern trawler and became Grampian Fury A45. In 1992, she was owned by Pescanova Ltd of Aberdeen. Both these companies were flagship companies and Grampian Fury A45 was never based in the UK. In 1994, she was sold to Polar Ltd of Port Stanley. She retained British registry up until 1997. In 1997, she was sold to Uruguayan owners and registered in Uruguay. The last record of her was in 2011, when she was arrested of the coast of Namibia. She was scrapped sometime after this.

IMO: 6519494.



HORNBECK ILLUSTRIOUS

Built by Cochrane & Sons Ltd of Selby (Yard No: 1504), for Hudson Brothers Ltd of Hull, as Ross Illustrious H419. She was launched on 6/4/1966 and completed on 23/9/1966. Her length was 215ft 6in and her beam was 39ft 11in. She was 1,076 gross tons. She was powered by a 2,150bhp Ruston & Hornsby 9 cylinder 2 stroke diesel. In 1973, she was owned by British United Trawlers of Hull. In 1982, she was sold to Seaboard Offshore. She was then converted into a dive support vessel and renamed Seaboard Illustrious. In 1983, she was converted into a stand by vessel. In 1995, she was sold to Hornbeck offshore for continued use as a stand by vessel. She was then renamed Hornbeck Illustrious. In 1998, she was renamed Ceanic Rover and was then used as a diving support vessel. In 1999, she became the diving support vessel Seaway Rover. In 2008, she was renamed Seaway Agbamau. She once again became a standby vessel and was then based in Nigeria. She continues to operate in Nigerian waters in 2020.

IMO: 6610039.



HORNBECK IMPLACABLE

Built by Hall, Russell & Co Ltd of Aberdeen (Yard No: 924), J Marr Ltd of Hull, as Kirkella H367

She was launched on 3/5/1965 and completed in June 1965.

Her length was 245ft 6in and her beam was 40ft 7in. She was 1,714 gross tons. She was powered by 3 x 814.5bhp English Electric 8 cylinder 4 stroke diesels.

In 1983, she was sold to Seaboard Offshore. She was then converted into a dive support vessel and renamed Seaboard Implacable. In 1984, she was converted into a stand by vessel.

In 1995, she was sold to Hornbeck offshore for continued use as a stand by vessel. She was then renamed Hornbeck Implacable.

In 1998, she was renamed Tidewater Implacable and was probably used as a diving support vessel. In 1999, she became the diving support vessel Seaway Implacable.

In 1999, she was renamed Eide Implacable. She was scrapped in September 2005.

IMO: 6513152.



HORNBECK INTEGRITY

Built by Ferguson Brothers Ltd of Port Glasgow (Yard No: 453) for Thomas Hamling Ltd of Hull, as St Jasper H31.

She was launched on 14/8/1968 and completed in December 1968.

She had a length of 231ft and a beam of 39ft 4in. Her gross tonnage was 1,286 tons. She was powered by a 2,160bhp British Polar 2 stroke 6 cylinder diesel.

In 1985, she was sold to Seaboard Offshore. She was then converted into a stand by vessel and renamed Seaboard Integrity.

In 1995, she was sold to Hornbeck Offshore, who renamed her Hornbeck Integrity. In 1998, she was sold to Tidewater Marine, who renamed her Tidewater Integrity.

In 1999, she was sold to BUE North Sea Ltd, who then renamed her BUE Skye. In 2005, she was sold to Viking North Sea Ltd. She was renamed Viking Skye in 2006.

She arrived for scrapping at Kristiansand, Norway on 30th July 2008.

IMO: 682506.



HORNBECK INTREPID

Built by Ferguson Brothers Ltd of Port Glasgow (Yard No: 450) for Thomas Hamling Ltd of Hull, as St Jerome H442.

She was launched on 7/11/1967 and completed in April 1968.

She had a length of 217ft and a beam of 39ft 4in. Her gross tonnage was 1,288 tons. She was powered by a 2,160bhp British Polar 2 stroke 6 cylinder diesel.

In 1985, she was sold to Seaboard Offshore. She was then converted into a stand by vessel and renamed Seaboard Intrepid.

In 1995, she was sold to Hornbeck Offshore, who renamed her Hornbeck Intrepid. In 1997, she was sold to Tidewater Marine, who renamed her Tidewater Intrepid.

In 1999, she was sold to BUE North Sea Ltd, who then renamed her BUE Foula. She was scrapped in Norway in March 2004.

IMO: 6800907.



HORNBECK INVINCIBLE

Built by Cochrane & Sons Ltd of Selby (Yard No: 1522) for Hudson Brothers Ltd of Hull, as Invincible H96

She was launched on 17/4/1970 and completed in September 1970.

Her length was 245ft 6in and her beam was 40ft 7in. She was 1,714 gross tons. She was powered by a 2,160bhp English Electric 9 cylinder 2 stroke diesel.

In 1982, she was sold to Seaboard Offshore. She was then converted into a pollution control/survey vessel and renamed Seaboard Invincible.

In 1988, she was converted into a stand by vessel. In 1995, she was sold to Hornbeck offshore for continued use as a stand by vessel. She then became Hornbeck Invincible.

In 1998, she was renamed Tidewater Invincible and was probably used as a diving support vessel. Later In 1998, she became the diving support vessel Seaway Invincible.

She was scrapped at Alang, India in November 2019.

IMO: 7016644.



KILSYTH

Built by Brooke Marine of Lowestoft (Yard No: 318), for the Ranger Fishing Co Ltd of North Shields, as Ranger Apollo SN148.

She was launched on 15/5/1965 and completed in December 1966.

Her length was 171ft and her beam was 32ft 6in. She was 741 gross tons. She was powered by a 1,270bhp English Electric 12 cylinder 4 stroke diesel.

In November 1975, she was owned by British United Trawlers of Hull. She was then renamed Turcoman H233.

In December 1976, she was sold to Safetyships Ltd of Aberdeen. She was then converted into a stand by vessel and renamed Kilsyth. By 1980, she was owned by Salvessens.

In October 1983, she was sold to Putford Enterprises Ltd. She was then renamed Putford Protector.

In 1987, she was sold to the Flagship Company, Glover Associates Ltd of London. She was then converted back to a stern trawler and renamed Port King.

She sank on 24th November 1991, at a position 30 nautical miles from Cies Island, Vigo Bay off the Coast of Spain.

IMO: 6513891.



PUTFORD DART

Built by Hugh Mclean & Sons of Renfrew (Yard No: 5008), for Boston Deep Sea Fisheries, as Boston Sea Dart LT94. She was completed in April 1972.

Her length was 109ft 10in and her beam was 27ft. She was 312 gross tons. She was powered by a 910bhp Ruston 6 cylinder 4 stroke diesel.

In 1983, she was sold to Putford Enterprises Ltd. She then continued fishing for a further two years.

In 1985, she was converted into a standby vessel. She then became Putford Dart.

In 1988, she was sold to an owner in Greenland. She was then converted back to a stern trawler and renamed Naleraq.

In 1996, she was sold to Norwegian owners and renamed Gorm. In 2006, she was sold to Faroese owners and renamed Thor Guardian. Both owners used her as a guard vessel.

In 2016, she was sold and converted into a cargo vessel and renamed RSS Cormorant. She was still in service as the cargo vessel RSS Cormorant in 2020.

IMO: 7122699.



PUTFORD PROTECTOR

Built by Brooke Marine of Lowestoft (Yard No: 318), for the Ranger Fishing Co Ltd of North Shields, as Ranger Apollo SN148.

She was launched on 15/5/1965 and completed in December 1966.

Her length was 171ft and her beam was 32ft 6in. She was 741 gross tons. She was powered by a 1,270bhp English Electric 12 cylinder 4 stroke diesel.

In November 1975, she was owned by British United Trawlers of Hull. She was then renamed Turcoman H233.

In December 1976, she was sold to Safetyships Ltd of Aberdeen. She was then converted into a stand by vessel and renamed Kilsyth. By 1980, she was owned by Salvessens.

In October 1983, she was sold to Putford Enterprises Ltd. She was then renamed Putford Protector.

In 1987, she was sold to the Flagship Company, Glover Associates Ltd of London. She was then converted back to a stern trawler and renamed Port King.

She sank on 24th November 1991, at a position 30 nautical miles from Cies Island, Vigo Bay off the Coast of Spain.

IMO: 6513891.



SEABOARD ILLUSTRIOUS

Built by Cochrane & Sons Ltd of Selby (Yard No: 1504), for Hudson Brothers Ltd of Hull, as Ross Illustrious H419

She was launched on 6/4/1966 and completed on 23/9/1966.

Her length was 215ft 6in and her beam was 39ft 11in. She was 1,076 gross tons. She was powered by a 2,150bhp Ruston & Hornsby 9 cylinder 2 stroke diesel.

In 1973, she was owned by British United Trawlers of Hull.

In 1982, she was sold to Seaboard Offshore. She was then converted into a dive support vessel and renamed Seaboard Illustrious. In 1983, she was converted into a stand by vessel.

In 1995, she was sold to Hornbeck offshore for continued use as a stand by vessel. She was then renamed Hornbeck Illustrious.

In 1998, she was renamed Ceanic Rover and was then used as a diving support vessel. In 1999, she became the diving support vessel Seaway Rover.

In 2008, she was renamed Seaway Agbamu. She once again became a standby vessel and was then based in Nigeria. She continues to operate in Nigerian waters in 2020.

IMO: 6610039.



SEABOARD IMPLACABLE

Built by Hall, Russell & Co Ltd of Aberdeen (Yard No: 924), J Marr Ltd of Hull, as Kirkella H367

She was launched on 3/5/1965 and completed in June 1965.

Her length was 245ft 6in and her beam was 40ft 7in. She was 1,714 gross tons. She was powered by 3 x 814.5bhp English Electric 8 cylinder 4 stroke diesels.

In 1983, she was sold to Seaboard Offshore. She was then converted into a dive support vessel and renamed Seaboard Implacable. In 1984, she was converted into a stand by vessel.

In 1995, she was sold to Hornbeck offshore for continued use as a stand by vessel. She was then renamed Hornbeck Implacable.

In 1998, she was renamed Tidewater Implacable and was probably used as a diving support vessel. In 1999, she became the diving support vessel Seaway Implacable.

In 1999, she was renamed Eide Implacable. She was scrapped in September 2005.

IMO: 6513152



SEABOARD INTEGRITY

Built by Ferguson Brothers Ltd of Port Glasgow (Yard No: 453) for Thomas Hamling Ltd of Hull, as St Jasper H31.

She was launched on 14/8/1968 and completed in December 1968.

She had a length of 231ft and a beam of 39ft 4in. Her gross tonnage was 1,286 tons. She was powered by a 2,160bhp British Polar 2 stroke 6 cylinder diesel.

In 1985, she was sold to Seaboard Offshore. She was then converted into a stand by vessel and renamed Seaboard Integrity.

In 1995, she was sold to Hornbeck Offshore, who renamed her Hornbeck Integrity. In 1998, she was sold to Tidewater Marine, who renamed her Tidewater Integrity. In 1999, she was sold to BUE North Sea Ltd, who then renamed her BUE Skye. In 2005, she was sold to Viking North Sea Ltd. She was renamed Viking Skye in 2006. She arrived for scrapping at Kristiansand, Norway on 30th July 2008.

IMO: 682506



SEABOARD INTREPID

Built by Ferguson Brothers Ltd of Port Glasgow (Yard No: 450) for Thomas Hamling Ltd of Hull, as St Jerome H442.

She was launched on 7/11/1967 and completed in April 1968.

She had a length of 217ft and a beam of 39ft 4in. Her gross tonnage was 1,288 tons. She was powered by a 2,160bhp British Polar 2 stroke 6 cylinder diesel.

In 1985, she was sold to Seaboard Offshore. She was then converted into a stand by vessel and renamed Seaboard Intrepid.

In 1995, she was sold to Hornbeck Offshore, who renamed her Hornbeck Intrepid. In 1997, she was sold to Tidewater Marine, who renamed her Tidewater Intrepid.

In 1999, she was sold to BUE North Sea Ltd, who then renamed her BUE Foula. She was scrapped in Norway in March 2004.

IMO: 6800907



SEABOARD INVINCIBLE

Built by Cochrane & Sons Ltd of Selby (Yard No: 1522) for Hudson Brothers Ltd of Hull, as Invincible H96

She was launched on 17/4/1970 and completed in September 1970.

Her length was 245ft 6in and her beam was 40ft 7in. She was 1,714 gross tons. She was powered by a 2,160bhp English Electric 9 cylinder 2 stroke diesel.

In 1982, she was sold to Seaboard Offshore. She was then converted into a pollution control/survey vessel and renamed Seaboard Invincible.

In 1988, she was converted into a stand by vessel. In 1995, she was sold to Hornbeck offshore for continued use as a stand by vessel. She then became Hornbeck Invincible.

In 1998, she was renamed Tidewater Invincible and was probably used as a diving support vessel. Later In 1998, she became the diving support vessel Seaway Invincible.

She was scrapped at Alang, India in November 2019.

IMO: 7016644



ST PATRICK

Built by Richards Shipbuilders of Great Yarmouth (Yard No: 524), for Claridge trawlers Ltd of Lowestoft, as St Patrick LT129.

She was launched on 12/8/1975 and completed on 15/10/1975.

She had a length of 130ft and a beam of 30ft. Her gross tonnage was 245 tons. She was powered by a 1,650bhp Ruston 6 cylinder 4 stroke diesel.

In 1986, she was sold to J Marr Ltd of Hull for continued use as a stern trawler. She then became Gavina H24.

In 1989, she was sold to Colne Shipping Co Ltd. She was then converted into a stand by vessel and renamed St Patrick.

In 1995, she was sold to Viking Standby, who renamed her Viking Vixen. She arrived for scrapping at Esbjerg, Denmark on 1/6/2006.

IMO: 7366180.



ST PHILLIP

Built by Richards Shipbuilders of Great Yarmouth (Yard No: 525), for Claridge trawlers Ltd of Lowestoft, as St Phillip LT144.

She was launched on 12/8/1975 and completed on 15/10/1975.

She had a length of 130ft and a beam of 30ft. Her gross tonnage was 245 tons. She was powered by a 1,650bhp Ruston 6 cylinder 4 stroke diesel.

In 1986, she was sold to Riverside Trawlers of Grimsby for continued use as a stern trawler. She then became Kerry Kathleen LT144.

In 1988, she was sold to Atlantean Fishing Co of Sunderland. She retained the name Kerry Kathleen LT144

In 1990, she was sold to Colne Shipping Co Ltd. She was then converted into a stand by vessel and renamed St Patrick.

In 1998, she was sold to Viking Standby, who renamed her Viking Vulcan.

On 15th June 2008, she was badly damaged by fire at Leith. She arrived for scrapping on the River Tees on 13/5/2009.

IMO: 7392672.



SUFFOLK CHAMPION

Built by Richards Shipbuilders of Great Yarmouth (yard no: 546), for Small & Co Ltd, as Suffolk Champion LT333.

She was launched on 6/12/1979 and completed in February 1980.

She had a length of 109ft and a beam of 30ft 3in. Her gross tonnage was 313 tons. She was powered by a 1,200bhp Mirrlees Blackstone 4 stroke 12 cylinder diesel.

She was converted into a stand by vessel in 1984. In 1989, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Champion.

In 1994, she was sold to Icelandic owners. She was then converted back into a fishing vessel and renamed Liefur Eiriksson.

In 1995 she was sold to Norwegian owners, who renamed her Skude Pioneer. As Skude Pioneer, it's believed she was used as a stand by vessel in the Norwegian sector.

In 1995, she was sold again to unknown owners and renamed Thor Pioneer. Again it's believed she was used as a stand by vessel, although not in the British sector.

In 2018, she was sold to South American owners for use as a work vessel. Her new owners renamed her Viking Pioneer. In 2020, she was based in South America.

IMO: 7816862.



SUFFOLK CONQUEST

Her hull was built by Cubow Ltd of Woolwich (yard no: 671) and she was launched on 20/3/1973.

She was then completed by Fairmile of Berwick on 12th December 1974, for Small & Co Ltd of Lowestoft, as Suffolk Conquest LT317.

She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel. In 1980, she was converted into the stand by vessel Suffolk Conquest. In 1991, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Harvester. In 2009, she was sold to Vroon Offshore Services, who renamed her VOS Conquest. On the 9th February 2011, she arrived for scrapping in Grenaa, Denmark.

IMO: 7311446



SUFFOLK HARVESTER

Built by Cubow Ltd of Woolwich (yard no: 674), for Small & Co Ltd of Lowestoft as Suffolk Harvester LT175. She was completed in December 1972. She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

In 1979, she was chartered by the Royal Navy for use as a minesweeper. For this role she became HMS Venturer M08.

In 1984, she was returned to Small & Co, and was once again called Suffolk Harvester. She was then converted into a stand by vessel.

In 1989, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Harvester. In 2005, she was sold to Vroon Offshore Services, who renamed her VOS Harvester.

In 2009, she was sold to Boston Putford Offshore Services Ltd. She was then renamed BPOS Harvester.

She continued to operate as a stand by vessel up until 2020. She was then converted into a motor yacht and renamed Venturer.

IMO: 7210848



SUFFOLK MONARCH

Built by Cubow Ltd of Woolwich (yard no: 673), for Small & Co Ltd of Lowestoft as Suffolk Monarch LT170.

She was launched on 25/11/1972 and completed on 11/7/1973.

She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

In 1978, she was chartered by the Royal Navy for use as a minesweeper. For this role she became HMS St David M07.

In 1984, she was returned to Small & Co, and was once again called Suffolk Monarch. She was then converted into a stand by vessel.

In 1990, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Monarch. In 2005, she was sold to Vroon Offshore Services.

In 2009, she was renamed VOS Monarch. She was scrapped in July 2010.

IMO: 7234296



SUFFOLK WARRIOR

Built by Cubow Ltd of Woolwich (yard no: 672), for Small & Co Ltd of Lowestoft, as Suffolk Warrior LT171.

She was launched on 16/3/1972 and completed on 1/6/73.

She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel. In 1977, she was converted into the stand by vessel Suffolk Warrior. In 1990, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Warrior.

In 2005, she was sold to Vroon Offshore Services. She was renamed her VOS Warrior in 2009. In December 2015, she arrived for scrapping in Ghent, Belgium.

IMO: 7225673.



TIDEWATER INTEGRITY

Built by Ferguson Brothers Ltd of Port Glasgow (Yard No: 453) for Thomas Hamling Ltd of Hull, as St Jasper H31.

She was launched on 14/8/1968 and completed in December 1968.

She had a length of 231ft and a beam of 39ft 4in. Her gross tonnage was 1,286 tons. She was powered by a 2,160bhp British Polar 2 stroke 6 cylinder diesel.

In 1985, she was sold to Seaboard Offshore. She was then converted into a stand by vessel and renamed Seaboard Integrity.

In 1995, she was sold to Hornbeck Offshore, who renamed her Hornbeck Integrity. In 1998, she was sold to Tidewater Marine, who renamed her Tidewater Integrity. In 1999, she was sold to BUE North Sea Ltd, who then renamed her BUE Skye. In 2005, she was sold to Viking North Sea Ltd. She was renamed Viking Skye in 2006.

She arrived for scrapping at Kristiansand, Norway on 30th July 2008.

IMO: 682506.



TIDEWATER INTREPID, as BUE Foula.

Built by Ferguson Brothers Ltd of Port Glasgow (Yard No: 450) for Thomas Hamling Ltd of Hull, as St Jerome H442.

She was launched on 7/11/1967 and completed in April 1968.

She had a length of 217ft and a beam of 39ft 4in. Her gross tonnage was 1,288 tons. She was powered by a 2,160bhp British Polar 2 stroke 6 cylinder diesel.

In 1985, she was sold to Seaboard Offshore. She was then converted into a stand by vessel and renamed Seaboard Intrepid.

In 1995, she was sold to Hornbeck Offshore, who renamed her Hornbeck Intrepid. In 1997, she was sold to Tidewater Marine, who renamed her Tidewater Intrepid.

In 1999, she was sold to BUE North Sea Ltd, who then renamed her BUE Foula. She was scrapped in Norway in March 2004.

IMO: 6800907.



VIKING GUARDIAN, as Luneda FD134.

Built by Clelands Shipbuilding Co Ltd of Wallsend (Yard No: 318), for J Marr Ltd of Fleetwood, as Luneda FD134.

She was launched on 27/4/1971 and completed on 1/10/1971.

She had a length of 137ft and a beam of 32ft 3in. Her gross tonnage was 532 tons. She was powered by a 1,900bhp English Electric 4 stroke 12 cylinder diesel.

In 1984, she was sold to Cam Shipping. She was then converted into a stand by vessel and renamed Cam Guardian.

In 1996, she was sold to Viking Standby, who renamed her Viking Guardian. She was scrapped at Esbjerg, Denmark in September 2006.

IMO: 7106853.



VIKING RETRIEVER as Irvana FD141.

Built by Grangemouth Dockyard Company, Grangemouth (Yard No: 543), for J Marr Ltd of Fleetwood, as Irvana FD141.

She was launched on 19/10/1971 and completed in March 1972.

She had a length of 130ft 7in and a beam of 32ft 1in. Her gross tonnage was 533 tons. She was powered by a 1,900bhp English Electric 4 stroke 12 cylinder diesel.

In 1985, she was sold to Cam Shipping. She was then converted into a stand by vessel and renamed Cam Retriever.

In 1995, she was sold to Viking Standby, who renamed her Viking Retriever. She arrived for scrapping at Grenaa, Denmark on 13/11/2005.

IMO: 7122481.



VIKING SEARCHER

Built by Clelands Shipbuilding Co Ltd of Wallsend (Yard No: 317), for J Marr Ltd of Fleetwood, as Gavina FD126.

She was launched on 14/1/1971 and completed on 1/4/1971.

She had a length of 137ft and a beam of 32ft. Her gross tonnage was 532 tons. She was powered by a 1,900bhp English Electric 4 stroke 12 cylinder diesel.

In 1984, she was sold to Cam Shipping. She was then converted into a stand by vessel and renamed Cam Searcher.

In 1996, she was sold to Viking Standby, who renamed her Viking Searcher. She was scrapped at Esbjerg, Denmark in September 2005.

IMO: 7044081.



VIKING SKYE

Built by Ferguson Brothers Ltd of Port Glasgow (Yard No: 453) for Thomas Hamling Ltd of Hull, as St Jasper H31.

She was launched on 14/8/1968 and completed in December 1968.

She had a length of 231ft and a beam of 39ft 4in. Her gross tonnage was 1,286 tons. She was powered by a 2,160bhp British Polar 2 stroke 6 cylinder diesel.

In 1985, she was sold to Seaboard Offshore. She was then converted into a stand by vessel and renamed Seaboard Integrity.

In 1995, she was sold to Hornbeck Offshore, who renamed her Hornbeck Integrity. In 1998, she was sold to Tidewater Marine, who renamed her Tidewater Integrity. In 1999, she was sold to BUE North Sea Ltd, who then renamed her BUE Skye. In 2005, she was sold to Viking North Sea Ltd. She was renamed Viking Skye in 2006.

She arrived for scrapping at Kristiansand, Norway on 30th July 2008.

IMO: 682506



VIKING VIXEN

Built by Richards Shipbuilders of Great Yarmouth (Yard No: 524), for Claridge trawlers Ltd of Lowestoft, as St Patrick LT129.

She was launched on 12/8/1975 and completed on 15/10/1975.

She had a length of 130ft and a beam of 30ft. Her gross tonnage was 245 tons. She was powered by a 1,650bhp Ruston 6 cylinder 4 stroke diesel.

In 1986, she was sold to J Marr Ltd of Hull for continued use as a stern trawler. She then became Gavina H24.

In 1989, she was sold to Colne Shipping Co Ltd. She was then converted into a stand by vessel and renamed St Patrick.

In 1995, she was sold to Viking Standby, who renamed her Viking Vixen. She arrived for scrapping at Esbjerg, Denmark on 1/6/2006.

IMO: 7366180



VIKING VULCAN

Built by Richards Shipbuilders of Great Yarmouth (Yard No: 525), for Claridge trawlers Ltd of Lowestoft, as St Phillip LT144.

She was launched on 12/8/1975 and completed on 15/10/1975.

She had a length of 130ft and a beam of 30ft. Her gross tonnage was 245 tons. She was powered by a 1,650bhp Ruston 6 cylinder 4 stroke diesel.

In 1986, she was sold to Riverside Trawlers of Grimsby for continued use as a stern trawler. She then became Kerry Kathleen LT144.

In 1988, she was sold to Atlantean Fishing Co of Sunderland. She retained the name Kerry Kathleen LT144

In 1990, she was sold to Colne Shipping Co Ltd. She was then converted into a stand by vessel and renamed St Patrick.

In 1998, she was sold to Viking Standby, who renamed her Viking Vulcan.

On 15th June 2008, she was badly damaged by fire at Leith. She arrived for scrapping on the River Tees on 13/5/2009.

IMO: 7392672



VOS CONQUEST

Her hull was built by Cubow Ltd of Woolwich (yard no: 671) and she was launched on 20/3/1973.

She was then completed by Fairmile of Berwick on 12th December 1974, for Small & Co Ltd of Lowestoft, as Suffolk Conquest LT317.

She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel. In 1980, she was converted into the stand by vessel Suffolk Conquest. In 1991, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Harvester.

In 2009, she was sold to Vroon Offshore Services, who renamed her VOS Conquest. On the 9th February 2011, she arrived for scrapping in Grenaa, Denmark.

IMO: 7311446



VOS HARVESTER

Built by Cubow Ltd of Woolwich (yard no: 674), for Small & Co Ltd of Lowestoft as Suffolk Harvester LT175. She was completed in December 1972.

She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

In 1979, she was chartered by the Royal Navy for use as a minesweeper. For this role she became HMS Venturer M08.

In 1984, she was returned to Small & Co, and was once again called Suffolk Harvester. She was then converted into a stand by vessel.

In 1989, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Harvester. In 2005, she was sold to Vroon Offshore Services, who renamed her VOS Harvester.

In 2009, she was sold to Boston Putford Offshore Services Ltd. She was then renamed BPOS Harvester.

She continued to operate as a stand by vessel up until 2020. She was then converted into a motor yacht and renamed Venturer.

IMO: 7210848



VOS MONARCH

Built by Cubow Ltd of Woolwich (yard no: 673), for Small & Co Ltd of Lowestoft as Suffolk Monarch LT170.

She was launched on 25/11/1972 and completed on 11/7/1973.

She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

In 1978, she was chartered by the Royal Navy for use as a minesweeper. For this role she became HMS St David M07.

In 1984, she was returned to Small & Co, and was once again called Suffolk Monarch. She was then converted into a stand by vessel.

In 1990, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Monarch. In 2005, she was sold to Vroon Offshore Services.

In 2009, she was renamed VOS Monarch. She was scrapped in July 2010.

IMO: 7234296



VOS WARRIOR

Built by Cubow Ltd of Woolwich (yard no: 672), for Small & Co Ltd of Lowestoft, as Suffolk Warrior LT171.

She was launched on 16/3/1972 and completed on 1/6/73.

She had a length of 120ft 2in and a beam of 29ft 4in. Her gross tonnage was 392 tons. She was powered by a 1,000bhp Mirrlees Blackstone 4 stroke 8 cylinder diesel.

In 1977, she was converted into the stand by vessel Suffolk Warrior. In 1990, she was sold to Britannia Marine of Lowestoft. She was then renamed Britannia Warrior.

In 2005, she was sold to Vroon Offshore Services. She was renamed her VOS Warrior in 2009. In December 2015, she arrived for scrapping in Ghent, Belgium.

IMO: 7225673

NORTH SEA STANDBY VESSELS, CONVERTED FROM BRITISH STERN TRAWLERS.

Name	Builder	Year of Build	Name as Built	Subsequent Names	Year of Change	Fate
Boston Sea Cobra <u>IMO: 7703089</u> B.D.S.F.	Richards Shipbuilders, Great Yarmouth. Yard No 536.	1978	Boston Sea Cobra LT290 <u>Official No: 376323</u>	Boston Sea Cobra (ORSV) Britannia Cobra (ORSV) Marie Dawn (MFV)	1984 1988 1993	Believed scrapped. No records after 2001.
Boston Sea Gazelle <u>IMO: 7711438</u> B.D.S.F.	John R Hepworth & Co Hull. Yard No 537.	1978	Boston Sea Gazelle LT290 <u>Official No: 376324</u>	Boston Sea Gazelle (ORSV) Britannia Gazelle (ORSV) Natell	1984 1988 1994	Still listed in 2020. But believed scrapped in 2000.
Boston Sea Knight <u>IMO: 7409310</u> B.D.S.F	Richards Shipbuilders, Great Yarmouth. Yard No 120.	1976	Boston Sea Knight LT319 <u>Official No: 376314</u>	Boston Sea Knight (ORSV) Britannia Knight (ORSV) Covex Brilliant Rosaria Tuna MFD8511	1984 1988 1995 2003	Still in service as a fishing vessel in 2020. Based in Malta.
Boston Sea Stallion <u>IMO: 7711440</u> B.D.S.F	Richards Shipbuilders, Great Yarmouth. Yard No 538.	1978	Boston Sea Stallion LT293 <u>Official No: 376325</u>	Boston Sea Stallion (ORSV) Britannia Stallion (ORSV) Kos Venturer (ORSV) Venture (Motor yacht)	1984 1988 1992 2018	She was still in existence in 2018 and undergoing transformation into a motor yacht.
Boston Sea Vixen <u>IMO: 7703077</u> B.D.S.F	Richards Shipbuilders, Great Yarmouth. Yard No 535.	1978	Boston Sea Vixen LT390 <u>Official No: 376322</u>	Boston Sea Vixen (ORSV) Britannia Vixen (ORSV) Ocean Wave (MFV) Roso (MFV)	1984 1981 1993 2014	Still in service as a fishing vessel in 2020. Based in Croatia.
BPOS Harvester <u>IMO: 7210848</u> BPOS	Cubow Ltd, Woolwich. Yard No 674.	1972	Suffolk Harvester LT175 <u>Official No: 359295</u>	HMS Venturer M08 Suffolk Harvester LT175 Suffolk Harvester (ORSV) Britannia Harvester (ORSV) VOS Harvester (ORSV) BPOS Harvester (ORSV) Venturer (Motor yacht)	1979 1983 1984 1989 2005 2009 2020	In use as a standby vessel until 2020. Converted into a motor yacht in 2020
Britannia Champion <u>IMO: 7816862</u> Britannia Marine	Richards Shipbuilders, Great Yarmouth. Yard No 546.	1980	Suffolk Champion LT333 <u>Official No: 376339</u>	Suffolk Champion (ORSV) Britannia Champion (ORSV) Liefur Eiriksson (MFV) Skude Pioneer (ORSV) Thor Pioneer (ORSV) Viking Pioneer (Work Vessel)	1984 1989 1994 1995 2004 2018	Still in use as a work vessel in South America in 2020.
Britannia Cobra <u>IMO: 7703089</u> Britannia Marine.	Richards Shipbuilders, Great Yarmouth. Yard No 536.	1978	Boston Sea Cobra LT290 <u>Official No: 376323</u>	Boston Sea Cobra (ORSV) Britannia Cobra (ORSV) Marie Dawn (MFV)	1984 1988 1993	Believed scrapped. No records after 2001.
Britannia Conquest <u>IMO: 7311446</u> Britannia Marine	Cubow Ltd, Woolwich. Yard No 671.	1974	Suffolk Conquest LT317 <u>Official No: 362274</u>	Suffolk Conquest (ORSV) Britannia Conquest (ORSV) VOS Conquest (ORSV)	1980 1991 2009	Arrived for scrapping at Grenaa, Denmark on 9/2/2011
Britannia Fury <u>IMO: 7224772</u> Britannia Marine.	Hugh Mclean & Sons, Renfrew. Yard No: 5009.	1972	Boston Sea Fury LT139 <u>Official No: 359294</u>	Britannia Fury (ORSV) Fury (Motor yacht) Britannia Fury (Motor yacht) Tannia (Motor yacht)	1988 1994 1997 2002	She appears to have been scrapped, as there are no records of her continued existence
Britannia Gazelle <u>IMO: 7711438</u> Britannia Marine.	Richards Shipbuilders, Great Yarmouth. Yard No 537.	1978	Boston Sea Gazelle LT290 <u>Official No: 376324</u>	Boston Sea Gazelle (ORSV) Britannia Gazelle (ORSV) Natell	1984 1988 1994	Still listed in 2020. But believed scrapped in 2000.
Britannia Harvester <u>IMO: 7210848</u> Britannia Marine	Cubow Ltd Woolwich. Yard No 674.	1972	Suffolk Harvester LT175 <u>Official No: 359295</u>	HMS Venturer M08 Suffolk Harvester LT175 Suffolk Harvester (ORSV) Britannia Harvester (ORSV) VOS Harvester (ORSV) BPOS Harvester (ORSV) Venturer (Motor yacht)	1979 1983 1984 1989 2005 2009 2020	In use as a standby vessel until 2020. Converted into a motor yacht in 2020
Britannia Knight <u>IMO: 7409310</u> Britannia Marine.	Richards Shipbuilders, Great Yarmouth. Yard No 120.	1976	Boston Sea Knight LT319 <u>Official No: 376314</u>	Boston Sea Knight (ORSV) Britannia Knight (ORSV) Covex Brilliant Rosaria Tuna MFD8511	1984 1988 1995 2003	Still in service as a fishing vessel in 2020. Based in Malta.
Britannia Monarch <u>IMO: 7234296</u> Britannia Marine	Cubow Ltd, Woolwich. Yard No 673.	1973	Suffolk Monarch LT170 <u>Official No: 362266</u>	HMS St David M07 Suffolk Monarch (ORSV) Britannia Monarch (ORSV) VOS Monarch (ORSV)	1978 1984 1990 2009	Scrapped in July 2010.

Name	Builder	Year of Build	Name as Built	Subsequent Names	Year of Change	Fate
Britannia Stallion <u>IMO: 7711440</u> B.D.S.F	Richards Shipbuilders, Great Yarmouth. Yard No 538.	1978	Boston Sea Stallion LT293 <u>Official No: 376325</u>	Boston Sea Stallion (ORSV) Britannia Stallion (ORSV) Kos Venturer (ORSV) Venture (Motor yacht)	1984 1988 1992 2018	She was still in existence in 2018 and undergoing transformation into a motor yacht.
Britannia Vixen <u>IMO: 77203077</u> B.D.S.F	Richards Shipbuilders, Great Yarmouth. Yard No 535.	1978	Boston Sea Vixen LT390 <u>Official No: 376322</u>	Boston Sea Vixen (ORSV) Britannia Vixen (ORSV) Ocean Wave (MFV) Roso (MFV)	1984 1981 1993 2014	Still in service as a fishing vessel in 2020. Based in Croatia.
Britannia Warrior <u>IMO: 7225673</u> Britannia Marine	Cubow Ltd, Woolwich. Yard No 672.	1973	Suffolk Warrior LT171 <u>Official No: 359309</u>	Suffolk Warrior (ORSV) Britannia Warrior (ORSV) VOS Warrior (ORSV)	1977 1990 2009	Scrapped in December 2015, by Van Heyghen recycling of Ghent, Belgium.
BUE Foula <u>IMO: 6800907</u> BUE	Ferguson Brothers (Port Glasgow) Ltd, Port Glasgow. Yard No: 450.	1968	St Jerome H442 <u>Official No: 334078</u>	Seaboard Intrepid (ORSV) Hornbeck Intrepid (ORSV) Tidewater Intrepid (ORSV) BUE Foula (ORSV)	1985 1995 1998 1999	Scrapped in Norway in March 2004.
BUE Skye <u>IMO: 6825206</u> BUE	Ferguson Brothers (Port Glasgow) Ltd, Port Glasgow. Yard No: 453.	1968	St Jasper H31 <u>Official No: 334107</u>	Seaboard Integrity (ORSV) Hornbeck Integrity (ORSV) Tidewater Integrity (ORSV) BUE Skye (ORSV) Viking Skye (ORSV)	1985 1995 1998 1999 2006	Arrived for scrapping at Kristiansand, Norway on 30th July 2008.
Cam Guardian <u>IMO: 7106853</u> CAM Shipping.	Clelands Shipbuilding Co Ltd, Wallsend. Yard No: 318.	1971	Luneda FD134 <u>Official No: 341715</u>	Cam Guardian (ORSV) Viking Guardian (ORSV)	1984 1996	Scrapped at Esbjerg, Denmark in September 2006.
Cam Retriever <u>IMO: 7122481</u> CAM Shipping	Grangemouth Dockyard Company, Grangemouth Yard No: 543.	1972	Irvanaa FD141 <u>Official No: 341755</u>	Cam Retriever (ORSV) Viking Retriever (ORSV)	1985 1995	Arrived for scrapping at Grenaa, Denmark on 13/11/2005.
Cam Searcher <u>IMO: 7044081</u> CAM Shipping.	Clelands Shipbuilding Co Ltd, Wallsend. Yard No: 317.	1971	Gavina FD126 <u>Official No: 341750</u>	Cam Searcher (ORSV) Viking Searcher (ORSV)	1984 1996	Scrapped at Esbjerg, Denmark in September 2005.
Grampian Chieftain <u>IMO: 7427166.</u> North Star.	Goole Shipbuilding, Goole. Yard No 590.	1976	Grampian Chieftain A562 <u>Official No: 359112.</u>	Grampian Chieftain (ORSV) OMS Pollux (ORSV) Geo Ocean II (Survey Vessel)	1990 2006 2014	Still in service, in 2020.
Grampian City <u>IMO: 7409293.</u> North Star.	Goole Shipbuilding, Goole. Yard No 589.	1976	Sheilwood A544 <u>Official No: 359108.</u>	Pindarus A544 Grampian City A544 Grampian City (ORSV)	1977 1984 1990	Scrapped in 2005.
Grampian Dee <u>IMO: 7342380.</u> North Star.	Goole Shipbuilding, Goole. Yard No 584.	1975	Boston Halifax GY321 <u>Official No: 364903.</u>	Boston Halifax LO339 Drot E310 Grampian Dee (ORSV) Fendercare Independence Miss Karen	1985 1986 1990 2009 2014	Still in service in 2020
Grampian Fury <u>IMO: 6519494</u> North Star	Brooke Marine, Lowestoft. Yard No: 319.	1966	Ranger Aurora SN149 <u>Official No: 187947.</u>	Esquimaux H236 Harlaw (ORSV) Grampian Fury (ORSV) Grampian Fury A45	1973 1976 1983 1987	Believed to have stopped fishing in 2011. No further details after 2011, so believed to have been scrapped
Grampian Warrior <u>IMO: 7427178.</u> North Star	Goole Shipbuilding, Goole. Yard No 591.	1976	Grampian Warrior A643 <u>Official No: 377891.</u>	Grampian Warrior (ORSV) Mingo (Tuna Fishing Vessel) Pelagos II	1990 2002 2014	Sold to Croatia. Still in service as a Tuna fishing vessel, in 2020.
Grampian Wood <u>IMO: 7409281.</u> North Star.	Goole Shipbuilding, Goole. Yard No 588.	1976	Clarkwood A526 <u>Official No: 359106.</u>	Grampian Wood (ORSV) Cable One (Cable Layer)	1990 2000	Scrapped in June 2020.
Harlaw <u>IMO: 6519494</u> Safetyships Ltd.	Brooke Marine, Lowestoft. Yard No: 319.	1966	Ranger Aurora SN149 <u>Official No: 187947.</u>	Esquimaux H236 Harlaw (ORSV) Grampian Fury (ORSV) Grampian Fury A45	1973 1976 1983 1987	Believed to have stopped fishing in 1994. No further details after June 1994, so believed to have been scrapped

Name	Builder	Year of Build	Name as Built	Subsequent Names	Year of Change	Fate
Hornbeck Illustrious IMO: 6610039 Hornbeck Offshore.	Cochrane & Sons Ltd, Selby. Yard No: 1504.	1966	Ross Illustrious H419 <u>Official No: 308560.</u>	Seaboard Illustrious (Dive support) Seaboard Illustrious (ORSV) Hornbeck Illustrious (ORSV) Ceanic Rover (Diving support) Seaway Rover (Diving support) Seaway Agbamu (ORSV)	1982 1983 1995 1998 1999 2008	Still active as a standby vessel in Nigeria, in 2020.
Hornbeck Implacable IMO: 6513152 Hornbeck Offshore	Hall, Russell & Co Ltd, Aberdeen. Yard No: 924.	1965	Kirkella H367 <u>Official No: 305792.</u>	Seaboard Implacable (Dive support) Seaboard Implacable (ORSV) Hornbeck Implacable (ORSV) Tidewater Implacable Seaway Implacable Eide Implacable	1983 1984 1995 1998 1998 1999	Scrapped in September 2005.
Hornbeck Integrity IMO: 6825206 Hornbeck Offshore	Ferguson Brothers (Port Glasgow) Ltd, Port Glasgow. Yard No: 453.	1968	St Jasper H31 <u>Official No: 334107</u>	Seaboard Integrity (ORSV) Hornbeck Integrity (ORSV) Tidewater Integrity (ORSV) BUE Skye (ORSV) Viking Skye (ORSV)	1985 1995 1998 1999 2006	Arrived for scrapping at Kristiansand, Norway on 30th July 2008.
Hornbeck Intrepid IMO: 6800907 Hornbeck Offshore	Ferguson Brothers (Port Glasgow) Ltd, Port Glasgow. Yard No: 450.	1968	St Jerome H442 <u>Official No: 334078</u>	Seaboard Intrepid (ORSV) Hornbeck Intrepid (ORSV) Tidewater Intrepid (ORSV) BUE Foula (ORSV)	1985 1995 1998 1999	Scrapped in Norway in March 2004.
Hornbeck Invincible IMO: 7016644 Hornbeck Offshore	Cochrane & Sons Ltd, Selby. Yard No: 1522.	1970	Invincible H96 <u>Official No: 389814</u>	Seaboard Invincible Seaboard Invincible (ORSV) Hornbeck Invincible (ORSV) Tidewater Invincible Seaway Invincible	1982 1988 1995 1998 1998	Scrapped at Alang, India in November 2019.
Kilsyth IMO: 6513891 Safetyships Ltd	Brooke Marine, Lowestoft. Yard No: 318.	1965	Ranger Apollo SN148 <u>Official No: 187946</u>	Turcoman H233 Kilsyth (ORSV) Putford Protector (ORSV) Port King SN148	1975 1976 1983 1987	Sank on 24/11/1991, at a position 30 nautical miles from Cies Island, Vigo Bay off the Coast of Spain.
Putford Dart IMO: 7122669 Putford Enterprises.	Hugh Mclean & Sons, Renfrew. Yard No: 5008.	1972	Boston Sea Dart LT94 <u>Official No: 342103</u>	Putford Dart (ORSV) Naleraq (MFV) Gorm (Guard Vessel) Thor Guardian (Guard vessel) RSS Cormorant (Cargo vessel)	1985 1988 1996 2006 2016	Still in service in 2020.
Putford Protector IMO: 6513891 Putford Enterprises	Brooke Marine, Lowestoft. Yard No: 318.	1965	Ranger Apollo SN148 <u>Official No: 187946</u>	Turcoman H233 Kilsyth (ORSV) Putford Protector (ORSV) Port King SN148	1975 1976 1983 1987	Sank on 24/11/1991, at a position 30 nautical miles from Cies Island, Vigo Bay off the Coast of Spain.
Seaboard Illustrious IMO: 6610039 Seaboard Offshore.	Cochrane & Sons Ltd, Selby. Yard No: 1504.	1966	Ross Illustrious H419 <u>Official No: 308560.</u>	Seaboard Illustrious (Dive support) Seaboard Illustrious (ORSV) Hornbeck Illustrious (ORSV) Ceanic Rover (Diving support) Seaway Rover (Diving support) Seaway Agbamu (ORSV)	1982 1983 1995 1998 1999 2008	Still active as a standby vessel in Nigeria, in 2020.
Seaboard Implacable IMO: 6513152 Seaboard Offshore	Hall, Russell & Co Ltd, Aberdeen. Yard No: 924.	1965	Kirkella H367 <u>Official No: 305792.</u>	Seaboard Implacable (Dive support) Seaboard Implacable (ORSV) Hornbeck Implacable (ORSV) Tidewater Implacable Seaway Implacable Eide Implacable	1983 1984 1995 1998 1998 1999	Scrapped in September 2005.
Seaboard Integrity IMO: 6825206 Seaboard Offshore	Ferguson Brothers (Port Glasgow) Ltd, Port Glasgow. Yard No: 453.	1968	St Jasper H31 <u>Official No: 334107</u>	Seaboard Integrity (ORSV) Hornbeck Integrity (ORSV) Tidewater Integrity (ORSV) BUE Skye (ORSV) Viking Skye (ORSV)	1985 1995 1998 1999 2006	Arrived for scrapping at Kristiansand, Norway on 30th July 2008.
Seaboard Intrepid IMO: 6800907 Seaboard Offshore	Ferguson Brothers (Port Glasgow) Ltd, Port Glasgow. Yard No: 450.	1968	St Jerome H442 <u>Official No: 334078</u>	Seaboard Intrepid (ORSV) Hornbeck Intrepid (ORSV) Tidewater Intrepid (ORSV) BUE Foula (ORSV)	1985 1995 1998 1999	Scrapped in Norway in March 2004.

Name	Builder	Year of Build	Name as Built	Subsequent Names	Year of Change	Fate
Seaboard Invincible <u>IMO: 7016644</u> Seaboard Offshore	Cochrane & Sons Ltd, Selby. Yard No: 1522.	1970	Invincible H96 <u>Official No: 389814</u>	Seaboard Invincible Seaboard Invincible (ORSV) Hornbeck Invincible (ORSV) Tidewater Invincible Seaway Invincible	1982 1988 1995 1998 1998	Scrapped at Alang, India in November 2019.
St Patrick <u>IMO: 7366180</u> Colne	Richards Shipbuilders, Great Yarmouth. Yard No 524.	1975	St Patrick LT129 <u>Official No: 362289</u>	Gavina H24 St Patrick (ORSV) Viking Vixen (ORSV)	1986 1989 1995	Arrived for scrapping at Esbjerg, Denmark on 1/6/2006.
St Phillip <u>IMO: 7392672</u> Colne	Richards Shipbuilders, Great Yarmouth. Yard No 525.	1975	St Phillip LT144 <u>Official No: 376312</u>	Kerry Kathleen LT144 St Phillip (ORSV) Viking Vulcan (ORSV)	1986 1990 1998	Badly damaged by fire at Leith on 15/6/2008. Arrived for scrapping on the River Tees on 13/5/2009.
Suffolk Champion <u>IMO: 7816862</u> Small & Co Ltd	Richards Shipbuilders, Great Yarmouth. Yard No 546.	1980	Suffolk Champion LT333 <u>Official No: 376339</u>	Suffolk Champion (ORSV) Britannia Champion (ORSV) Liefur Eiriksson (MFV) Skude Pioneer (ORSV) Thor Pioneer (ORSV) Viking Pioneer (Work Vessel)	1984 1989 1994 1995 2004 2018	Still in use as a work vessel in South America in 2020.
Suffolk Conquest <u>IMO: 7311446</u> Small & Co Ltd	Cubow Ltd Woolwich. Yard No 671.	1974	Suffolk Conquest LT317 <u>Official No: 362274</u>	Suffolk Conquest (ORSV) Britannia Conquest (ORSV) Vos Conquest (ORSV)	1980 1991 2009	Arrived for scrapping at Grenaa, Denmark on 9/2/2011
Suffolk Harvester <u>IMO: 7210848</u> Small & Co Ltd.	Cubow Ltd, Woolwich. Yard No 674.	1972	Suffolk Harvester LT175 <u>Official No: 359295</u>	HMS Venturer M08 Suffolk Harvester LT175 Suffolk Harvester (ORSV) Britannia Harvester (ORSV) VOS Harvester (ORSV) BPOS Harvester (ORSV) Venturer (Motor yacht)	1979 1983 1984 1989 2005 2009 2020	In use as a standby vessel until 2020. Converted into a motor yacht in 2020
Suffolk Monarch <u>IMO: 7234296</u> Small & Co Ltd	Cubow Ltd, Woolwich. Yard No 673.	1973	Suffolk Monarch LT170 <u>Official No: 362266</u>	HMS St David M07 Suffolk Monarch (ORSV) Britannia Monarch (ORSV) VOS Monarch (ORSV)	1978 1984 1990 2009	Scrapped in July 2010.
Suffolk Warrior <u>IMO: 7225673</u> Small & Co Ltd	Cubow Ltd, Woolwich. Yard No 672.	1973	Suffolk Warrior LT171 <u>Official No: 359309</u>	Suffolk Warrior (ORSV) Britannia Warrior (ORSV) VOS Warrior (ORSV)	1977 1990 2009	Scrapped in December 2015, by Van Heyghen recycling of Ghent, Belgium.
Tidewater Integrity <u>IMO: 6825206</u> Tidewater Marine	Ferguson Brothers (Port Glasgow) Ltd, Port Glasgow. Yard No: 453.	1968	St Jasper H31 <u>Official No: 334107</u>	Seaboard Integrity (ORSV) Hornbeck Integrity (ORSV) Tidewater Integrity (ORSV) BUE Skye (ORSV) Viking Skye (ORSV)	1985 1995 1998 1999 2006	Arrived for scrapping at Kristiansand, Norway on 30th July 2008.
Tidewater Intrepid <u>IMO: 6800907</u> Tidewater Marine	Ferguson Brothers (Port Glasgow) Ltd, Port Glasgow. Yard No: 450.	1968	St Jerome H442 <u>Official No: 334078</u>	Seaboard Intrepid (ORSV) Hornbeck Intrepid (ORSV) Tidewater Intrepid (ORSV) BUE Foula (ORSV)	1985 1995 1998 1999	Scrapped in Norway in March 2004.
Viking Guardian <u>IMO: 7106853</u> Viking Standby	Clelands Shipbuilding Co Ltd, Wallsend. Yard No: 318.	1971	Luneda FD134 <u>Official No: 341715</u>	Cam Guardian (ORSV) Viking Guardian (ORSV)	1984 1996	Scrapped at Esbjerg, Denmark in September 2006.
Viking Retriever <u>IMO: 7122481</u> Viking Standby	Grangemouth Dockyard Company, Grangemouth Yard No: 543.	1972	Irvanaa FD141 <u>Official No: 341755</u>	Cam Retriever (ORSV) Viking Retriever (ORSV)	1985 1995	Arrived for scrapping at Grenaa, Denmark on 13/11/2005.
Viking Searcher <u>IMO: 7044081</u> Viking Standby	Clelands Shipbuilding Co Ltd, Wallsend. Yard No: 317.	1971	Gavina FD126 <u>Official No: 341750</u>	Cam Searcher (ORSV) Viking Searcher (ORSV)	1984 1996	Scrapped at Esbjerg, Denmark in September 2005.
Viking Skye <u>IMO: 6825206</u> Viking Standby	Ferguson Brothers (Port Glasgow) Ltd, Port Glasgow. Yard No: 453.	1968	St Jasper H31 <u>Official No: 334107</u>	Seaboard Integrity (ORSV) Hornbeck Integrity (ORSV) Tidewater Integrity (ORSV) BUE Skye (ORSV) Viking Skye (ORSV)	1985 1995 1998 1999 2006	Arrived for scrapping at Kristiansand, Norway on 30th July 2008.

Name	Builder	Year of Build	Name as Built	Subsequent Names	Year of Change	Fate
Viking Vixen IMO: 7366180 Viking Standby	Richards Shipbuilders Great Yarmouth. Yard No 524.	1975	St Patrick LT129 <u>Official No: 362289</u>	Gavina H24 St Patrick (ORSV) Viking Vixen (ORSV)	1986 1989 1995	Arrived for scrapping at Esbjerg, Denmark on 1/6/2006.
Viking Vulcan IMO: 7392672 Vroon Offshore	Richards Shipbuilders, Great Yarmouth. Yard No 525.	1975	St Phillip LT144 <u>Official No: 376312</u>	Kerry Kathleen (MFV) St Patrick (ORSV) Viking Vulcan (ORSV)	1986 1990 1998	Badly damaged by fire at Leith on 15/6/2008. Arrived for scrapping on the River Tees on 13/5/2009.
Vos Conquest IMO: 7311446 Vroon Offshore	Cubow Ltd, Woolwich. Yard No 671.	1974	Suffolk Conquest LT317 <u>Official No: 362274</u>	Suffolk Conquest (ORSV) Britannia Conquest (ORSV) VOS Conquest (ORSV)	1980 1991 2009	Arrived for scrapping at Grenaa, Denmark on 9/2/2011
VOS Harvester IMO: 7210848 Vroon Offshore	Cubow Ltd, Woolwich. Yard No 674.	1972	Suffolk Harvester LT175 <u>Official No: 359295</u>	HMS Venturer M08 Suffolk Harvester LT175 Suffolk Harvester (ORSV) Britannia Harvester (ORSV) VOS Harvester (ORSV) BPOS Harvester (ORSV) Venturer (Motor yacht)	1979 1983 1984 1989 2005 2009 2020	In use as a standby vessel until 2020. Converted into a motor yacht in 2020
VOS Monarch IMO: 7234296 Vroon Offshore	Cubow Ltd, Woolwich. Yard No 673.	1973	Suffolk Monarch LT170 <u>Official No: 362266</u>	HMS St David M07 Suffolk Monarch (ORSV) Britannia Monarch (ORSV) VOS Monarch (ORSV)	1978 1984 1990 2009	Scrapped in July 2010.
VOS Warrior IMO: 7225673 Vroon Offshore	Cubow Ltd, Woolwich. Yard No 672.	1973	Suffolk Warrior LT171 <u>Official No: 359309</u>	Suffolk Warrior (ORSV) Britannia Warrior (ORSV) VOS Warrior (ORSV)	1977 1990 2009	Scrapped in December 2015, by Van Heyghen recycling of Ghent, Belgium.







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