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## VESSEL LIST

1882 - TO PRESENT DATE





## **VESSEL LIST**

**1882 - TO PRESENT DATE**



## List of Vessels in Date Order

<b>Vigilant (I)</b>	<b>Kathleen</b>	<b>Clupea (II)</b>
<b>Garland</b>	<b>Rona (II)</b>	<b>Shearwater</b>
<b>Vigilant (II)</b>	<b>Minna (II)</b>	<b>Switha</b>
<b>Brenda (I)</b>	<b>Dragon (II)</b>	<b>Scotia (III)</b>
<b>Norna (I)</b>	<b>ML 587</b>	<b>Jura (I)</b>
<b>Minna (I)</b>	<b>ML 588</b>	<b>Westra</b>
<b>Scotia (I)</b>	<b>Longa</b>	<b>Sulisker</b>
<b>Freya (I)</b>	<b>Clupea (I)</b>	<b>Vigilant (IV)</b>
<b>Goldseeker (I)</b>	<b>Scotia (II) (renamed Scarba)</b>	<b>Morven</b>
<b>Norna (II) / Norna II</b>	<b>Vaila (II)</b>	<b>Moidart</b>
<b>Explorer (I)</b>	<b>Brenda (II)</b>	<b>Norna (IV)</b>
<b>Dragon (I)</b>	<b>Sandchime (II)</b>	<b>Scotia (IV)</b>
<b>Enid</b>	<b>Freya (II)</b>	<b>Temora</b>
<b>Rona (I)</b>	<b>Explorer (II)</b>	<b>Minna (III)</b>
<b>Vaila (I)</b>	<b>Ulva</b>	<b>Jura (II)</b>
<b>Sandchime (I)</b>	<b>Mara</b>	<b>Alba na Mara</b>
<b>Vigilant (III) / Vigilant II</b>	<b>Norna (III)</b>	<b>Hirta</b>
<b>Fidra / Fidra (II)</b>	<b>Goldseeker (II)</b>	



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## VIGILANT (I)

(In fleet from 1882 to 1894)  
Wooden sailing cutter – patrol

*No photograph available*

Official No: Not known

Tonnage: Not known

Dimensions: 95 x 23 x ? feet

Main Machinery: Not known

History: No building details are known about this vessel but it is thought that she was probably constructed originally for the Royal Navy. In 1882 she was acquired by the Fishery Board for Scotland from the Navy and was used for fishery protection work until 1894 when she was sold out of service. No further details about the vessel are known.

## GARLAND

(In fleet from 1886 to 1902)  
Iron screw steamer – research

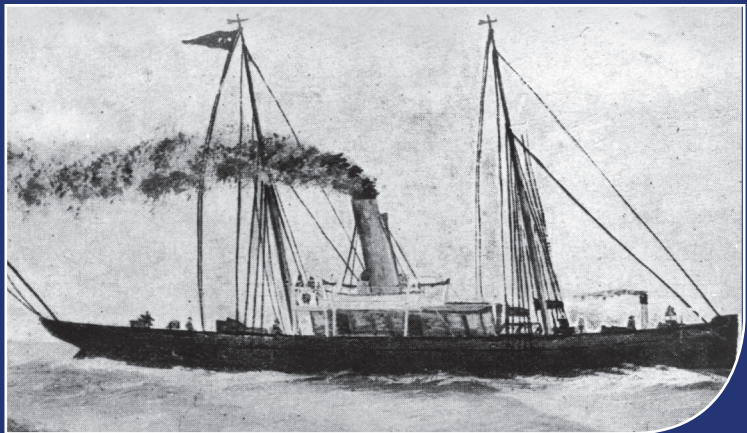
Official No: 77355

Tonnage: 61grt, 36nrt

Dimensions: 85 x 15 x 9 feet

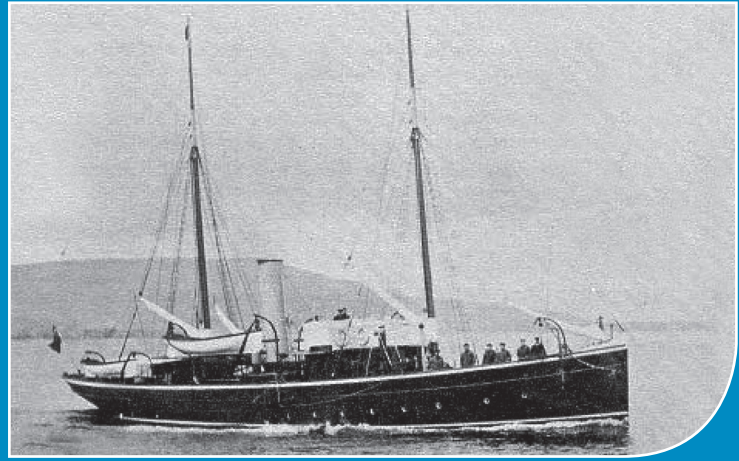
Main Machinery: Compound, 2-cylinder steam engine, constructed by Plenty & Son, Newbury; 14 horsepower, 8½ knots. In 1925 fitted with oil engine, 4-cylinder, constructed by the Bergius Co Ltd, Glasgow, 60 bhp

History: Construction of the vessel by Robert Chambers & Co, Dumbarton for J W Woodall, Scarborough was completed in 1880. In 1886 she was acquired by the Fishery Board for Scotland and remained in fishery research service until she was sold in 1902, at which point the vessel was re-named “Aerolite”. In the succeeding years the vessel was re-sold on a number of occasions until eventually being converted into a houseboat in London in 1953.



## VIGILANT (II)

(In fleet from 1897 to 1936)  
Iron screw steamer – patrol



Official No: 91905

Tonnage: 134grt, 44nrt

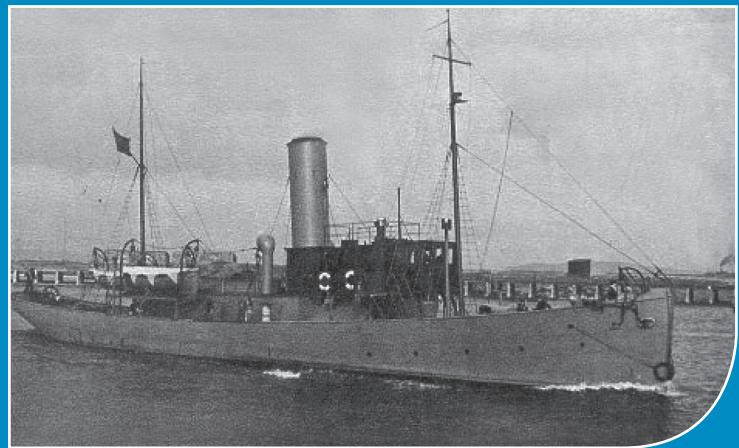
Dimensions: 105 x 20 x 9 feet

Main Machinery: Compound, 2-cylinder, constructed by Ramage & Ferguson, Leith, 240ihp, 11½ knots

History: The vessel was built in 1886 by Ramage & Ferguson, Leith for Lord Alfred Paget, London as yacht “Violet”. In 1888 she was sold to French owners and renamed “Violette” and then sold again in 1893, when she was re-named “Violet”. After being sold once more in 1893, she was acquired by the Fishery Board for Scotland in 1894 and renamed “Vigilant”. In 1914 she was requisitioned by the Royal Navy for service as an examination vessel and continued in that work until 1919 when she resumed service with the Board. The vessel remained in fishery protection service until being sold for breaking up in 1936

## BRENDA (I)

(In fleet from 1898 to 1951)  
Screw steamer – patrol



Official No: Not known

Tonnage: 174grt, 12nrt

Dimensions: 125 x 21 x 10 feet

Main Machinery: Triple expansion, 3-cylinder, constructed by Hall-Brown Buttery & Co, Glasgow, 750ihp, 12½ knots

History: Built in 1898 by J Reid & Co Ltd, Glasgow for fishery protection duties. In 1914, the ship was requisitioned by the Royal Navy for service as an examination vessel but returned to fishery protection duties in 1919. In 1920 she was withdrawn from service for the installation of a new boiler, a task that was completed one year later, at which point she resumed service. In 1939 she was again requisitioned by the Royal Navy for service as an examination vessel in Firth of Forth and remained on those duties until returning to fishery protection work in 1946. In 1951 she was withdrawn from service and broken up



## NORNA (I)

(In fleet from 1898 to 1904)  
Wooden steam launch – patrol

*No photograph available*

Official No: 114229

Tonnage: 30gt, 7nt

Dimensions: 65 x 12 x 7 feet

Main Machinery: Compound, 2-cylinder, constructed by Lobnitz & Co Ltd, Renfrew, 250ihp, 11½ knots

History: Built in 1898 by Lobnitz & Co Ltd, Renfrew for the Fishery Board for Scotland. In 1904 the vessel was sold to owners in the Western Islands for service as a fishing boat. She was sold again on a number of occasions, with the last recorded sale being to German owners in 1913. No further details about the vessel are known

## MINNA (I)

(In fleet from 1900 to 1939)  
Screw steamer – patrol

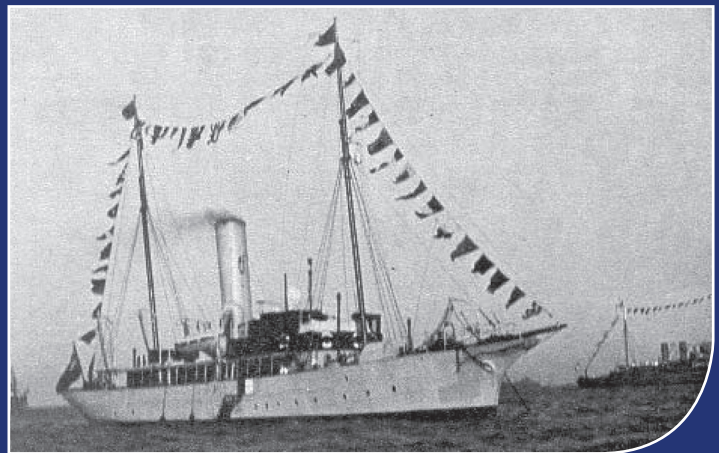
Official No: Not known

Tonnage: 281grt, 51nrt

Dimensions: 147 x 24 x 12 feet

Main Machinery: Triple expansion, 3-cylinder, constructed by Lees, Anderson & Co, Glasgow, 770ihp, 12¼ knots

History: Built in 1900 by Murdock & Murray, Port Glasgow for the Fishery Board for Scotland. In 1914 she was requisitioned by the Royal Navy for service as an examination vessel and returned to the Board in 1919. In 1924 she became the first vessel in the fleet to be fitted with radio telephone equipment. In 1939 she was withdrawn from service and sold to James Lamont & Co Ltd, Port Glasgow for breaking up.



## SCOTIA (I)

(In fleet 1902 to 1904)  
Sailing ship – research



Official No: Not known  
Tonnage: 400 tons  
Dimensions: 140 ft long  
Main Machinery: Sails, 3 cylinder steam engine

History: This vessel was the first and last completely Scottish Antarctic expedition. She was sold in 1905 to a Dundee whaling syndicate and went to Greenland whaling but following the loss of the Titanic in 1912 she was fitted with an early wireless system and used on Icelandic patrol. Early in the first world war, she was sold again and became a cargo vessel carrying coal from South Wales to France. Unfortunately in 1916, the cargo shifted, she ran aground, went on fire and became a total loss at Sully, Glamorgan.

## FREYA (I)

(In fleet from 1904 to 1955)  
Screw steamer – patrol

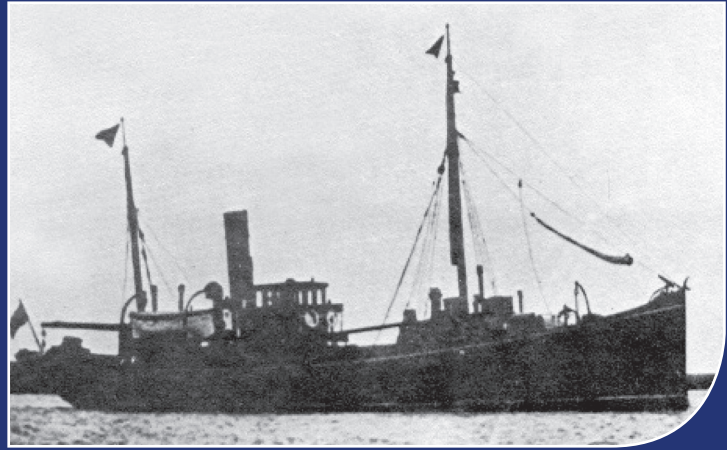
*No photograph available*

Official No: Not known  
Tonnage: 280grt, 60nrt  
Dimensions: 138 x 24 x 13 feet  
Main Machinery: Triple expansion, 3-cylinder, constructed by Hall, Russell & Co Ltd, Aberdeen, 700ihp, 12½ knots

History: Built in 1904 by Hall, Russell & Co Ltd, Aberdeen for the Fishery Board for Scotland. In 1914 she was requisitioned by the Royal Navy for service as an examination vessel and returned to the Board in 1919. In 1939 she was again requisitioned by the Royal Navy for service as an examination vessel in the Firth of Forth and resumed fishery protection service in 1946. In 1954 she was laid up and in 1955 she was broken up by Smith & Houston Ltd in Port Glasgow

## GOLDSEEKER (I)

(In fleet from 1906 to 1922)  
Steam trawler – research



Official No: 113168  
Tonnage: 206grt, 75nrt  
Dimensions: 117 x 22 x 12 feet

Main Machinery: Triple expansion, 3-cylinder, constructed by S & H Morton & Co, Leith, 350ihp, 13 knots

History: Built in 1900 by J Duthie Sons & Co, Aberdeen for EMW North, Grimsby, the vessel was acquired by the Fishery Board for Scotland in 1906. In 1914 she was requisitioned by the Royal Navy for service as an examination vessel and returned to service with the Board in 1919. In 1922 she was sold to Belfast Harbour Commissioners as a pilot vessel and in 1924 she was re-named “Edith Williams”. In 1947 she was sold to John Lee, Belfast for breaking up.

## NORNA (II)

(In fleet from 1909 to 1960)  
Screw steamer – patrol

*No photograph available*

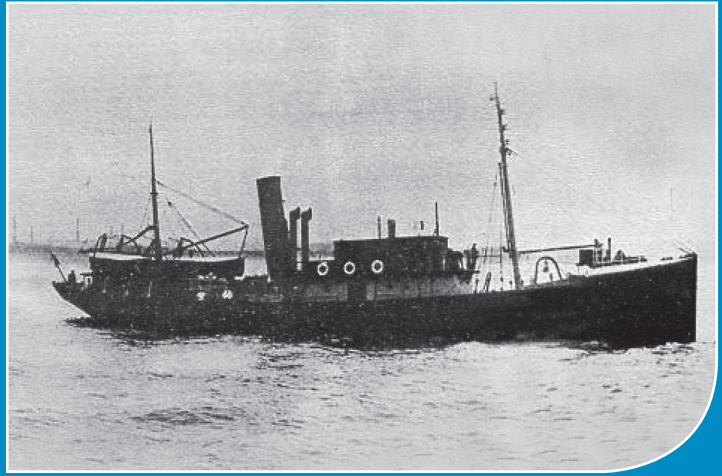
Official No: Not known  
Tonnage: 457gt, 171nt  
Dimensions: 150 x 25 x 13 feet

Main Machinery: Triple expansion, 3-cylinder, constructed by Caledon Shipbuilding & Engineering Co Ltd, Dundee, 1,150ihp, 13½ knots

History: Built for the Fishery Board for Scotland in 1909 by Caledon Shipbuilding & Engineering Co Ltd, Dundee. In 1914 she was requisitioned by the Royal Navy for service as an examination vessel and returned to service with the Board in 1919. In 1939 she was again requisitioned by the Royal Navy for service as an examination vessel in the Firth of Forth until 1946 when she returned to fishery protection duties. In 1959 she was re-named “Norna II” to release the original name for a new fishery protection vessel. In 1960 she was broken up in Troon by West of Scotland Shipbreaking Co Ltd.

## EXPLORER (I)

(In fleet from 1921 to 1955)  
Steam trawler - research



Official No: Not known  
Tonnage: 351grt, 146nrt  
Dimensions: 139 x 24 x 13 feet

Main Machinery: Triple expansion, 3-cylinder, constructed by C D Holmes & Co Ltd, Hull, 560ihp, 9 knots

History: Built in 1918 by Cochrane & Sons Ltd, Selby originally for the Royal Navy as a "Mersey" class trawler "John Felton" but was never commissioned. In 1921 she was acquired by the Fishery Board for Scotland and was converted for duties as a research vessel. In 1922 she was commissioned as "Explorer". In 1939 she was requisitioned by the Royal Navy as an examination vessel in the Firth of Forth before returning to fishery research duties in 1946. In 1955 she was withdrawn from service and broken up

## DRAGON (I)

(In fleet from 1920 to 1939)  
Steam bucket - dredger



Official No: 95460  
Tonnage: 291grt, 192nrt  
Dimensions: 120 x 28 x 11 feet

Main Machinery: Compound, 2-cylinder, constructed by Wm Simmons & Co, Renfrew, 300ihp, 6½ knots

History: Built originally in 1904 by Wm Simmons & Co, Renfrew, the vessel had a number of different owners until 1920 when she was purchased by the Fishery Board for Scotland. She remained in service until 1939 when she was broken up.

## ENID

(In fleet from 1922 to 1935)  
Wooden motor fishing vessel – research



Few details are known about this vessel. She was built some time prior to 1914 and was purchased for fishery research duties in 1922. In 1935 she was sold but no further details are known.

## RONA (I)

(In fleet from 1924 to 1933)  
Twin-screw hydroplane – patrol

Official No: Not known

Tonnage: 19grt

Dimensions: 55 feet

Main Machinery: Two petrol engines, 500bhp, 20 knots

History: Built in 1924 by J I Thornycroft & Co Ltd, London for fishery protection duties. Remained in service until 1933 when she was sold. No further details are known.



## VAILA (I)

(In fleet from 1924 to 1943)  
Triple-screw motor launch – patrol

*No photograph available*

Official No: Not known  
Tonnage: 28grt  
Dimensions: 55 x 12 x 6 feet



Main Machinery: Two petrol engines and one paraffin engine, constructed by Gleniffer Engines Ltd, Glasgow, 301bhp, 13 knots

History: Built in 1924 by Hugh Maclean & Son, Govan, Glasgow for fishery protection duties. In 1940 she was requisitioned by the Ministry of War Transport and in 1943 she was sold to the Ministry. Some time around 1945 she was sold to private owners for service as a houseboat at Leith, Edinburgh. No further details are known.

## SANDCHIME (I)

(In fleet from 1929 to 1952)  
Steam grab dredger

*No photograph available*

Official No: 161251  
Tonnage: 141grt, 49nrt  
Dimensions: 94 x 23 x 7 feet

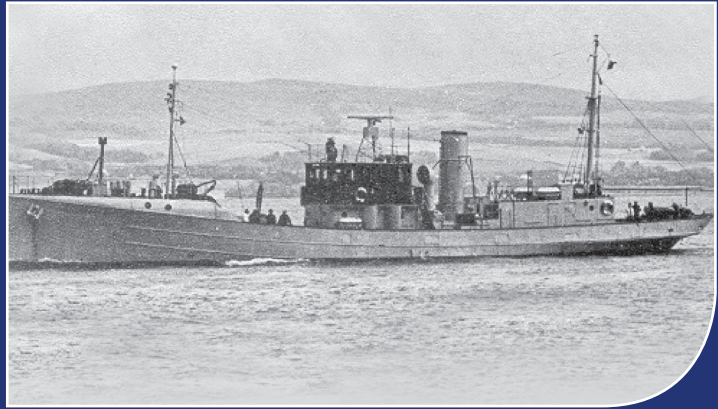
Main Machinery: Compound, 2-cylinder constructed by McKie & Baxter Ltd, Glasgow, 18hp. Maximum speed not known

History: Built in 1929 by J Mayer's Shipbuilding Co, Zalt Bommel for the Board. In 1952 she was sold to Londonderry Port & Harbour Commissioners and renamed "Aberfoyle". In 1975 she was broken up at Londonderry by James Corry.

## VIGILANT (III) / VIGILANT II

(In fleet from 1935 to 1983)  
Twin-screw motor vessel – patrol

Official No: Not known  
Tonnage: 209grt, 44nrt  
Dimensions: 135 x 23 x 8 feet



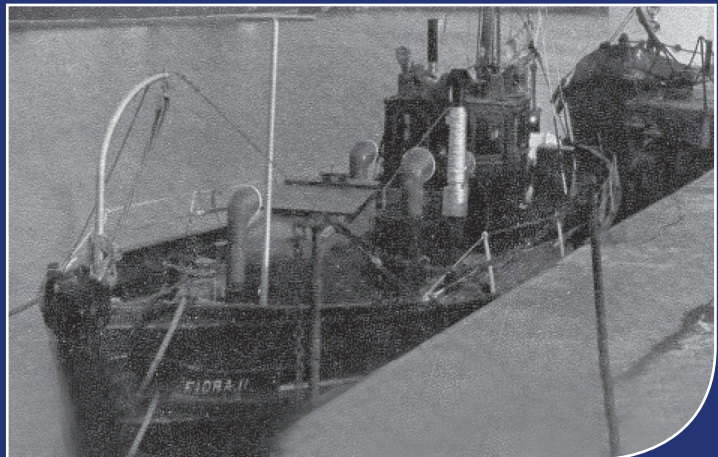
Main Machinery: Two Oil engines, Sulzer, each 8-cylinder, constructed by Armstrong Whitworth & Co (Engineers) Ltd, Newcastle, 750bhp, 14 knots. New engines fitted in 1971, each one being 6-cylinder and constructed by Lister Blackstone Mirrlees Marine, Dursley, 810bhp, 14½ knots

History: Built in 1935 by Wm Denny & Bros Ltd, Dumbarton for fishery protection duties. In 1939 she was requisitioned by the Royal Navy for service as an examination vessel in the Firth of Clyde. In 1941 she was reallocated as an accommodation ship to Campbeltown Rescue Tug Base and in 1943 was re-named “Ixion”. In 1944 she was reallocated for target towing at Larne, then as a reserve vessel at Portsmouth before being reallocated for special service, Nore Command. In 1946 she was returned to the Department and in 1947 resumed fishery protection duties as “Vigilant”. In 1980 she was re-named “Vigilant II” in order to release the original name for a new vessel. In 1983 she was sold to Sheridan Trading Incorporated SA, Panama and renamed “Vigilant”. No further details are known

## FIDRA / FIDRA II

(In fleet from 1936 to 1971)  
Wooden motor fishing vessel – patrol

Official No: 303104  
Tonnage: 32grt, 12nrt  
Dimensions: 54 x 14 x 9 feet



Main Machinery: Oil engine, constructed by Gleniffer Engines Ltd, Glasgow, 240bhp, 10½ knots

History: Built in 1936 by J N Miller & Sons, St Monance, Fife for fishery protection duties. In 1939 she was requisitioned by the Royal Navy as tender to the Forth Boom Defence. In 1946 she resumed service with the Department and in 1956 was re-named “Fidra II”. She was sold in 1971 to V S Harvey (of Essex) and was sold again on a number of occasions in subsequent years. No further details are known

## KATHLEEN

(In fleet from 1936 to 1958)  
Wooden motor fishing vessel – research



Official No: Not known

Tonnage: 39grt, 19nrt

Dimensions: 55 x 16 x 8 feet

Main Machinery: Oil engine, 6-cylinder, constructed by Gleniffer Engines Ltd, Glasgow, 60bhp, 8 knots

History: Built in 1936 by Herd & Mackenzie, Findochty for fishery research duties. In 1940 she was requisitioned by the Royal Navy for service as an examination vessel in the Firth of Forth and renamed “Mildred”. In 1946 she resumed service with the Department and reverted to her original name. Sold out of service in 1958 but no further details are known.

## RONA (II)

(In fleet from 1938 to 1971)  
Twin-screw motor vessel – patrol



Official No: 303451

Tonnage: 151grt, 29nrt

Dimensions: 110 x 21 x 10 feet

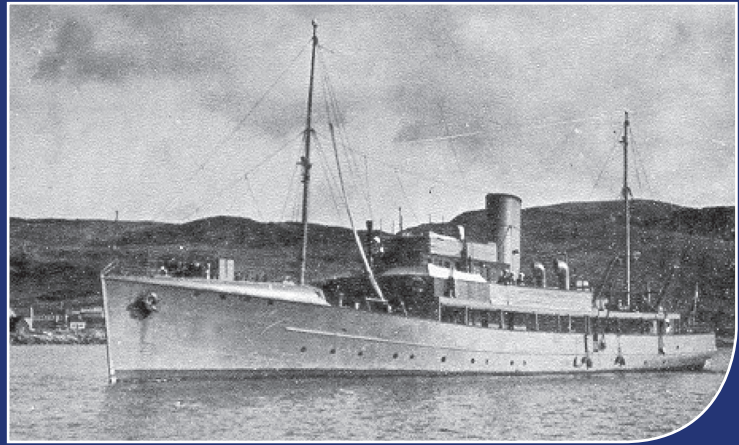
Main Machinery: Two oil engines, each 7-cylinder, constructed by British Auxiliaries Ltd, Glasgow, 440bhp, 12½ knots

History: Built in 1938 by Wm Denny & Bros Ltd, Dumbarton for fishery protection duties but requisitioned by the Royal Navy in 1939 for service as an examination vessel in the Firth of Clyde. Resumed service with the Department in 1946 until she was sold in 1971 to Hutton & Co (Ship & Chandlers) Ltd, Hull for oil rig service at Lowestoft. She was sold again in 1972 but no further details are known.



## MINNA (II)

(In fleet from 1939 to 1974)  
Twin-screw motor vessel – patrol



Official No: 303092  
Tonnage: 304grt, 71nrt  
Dimensions: 165 x 25 x 9 feet

Main Machinery: Two oil engines, each 6-cylinder, constructed by British Auxiliaries Ltd, Glasgow, 600bhp, 15½ knots

History: Built in 1939 by Wm Denny & Bros Ltd, Dumbarton for fishery protection service but in the same year, was requisitioned by the Royal Navy for Special Duties. Resumed service with the Department in 1945 and returned to fishery patrol duties in 1946. Sold to Ocean Observer Ltd in 1974 for oil exploration surveys in North Sea and renamed “Ocean Observer”. In 1978 she was towed from Fleetwood to Blyth for breaking up by Shipbreakers & Repairers Ltd.

## DRAGON (II)

(In fleet from 1939 to 1968)  
Steam bucket dredger

*No photograph available*

Official No: 303093  
Tonnage: 332grt, 124nrt  
Dimensions: 123 x 29 x 11 feet

Main Machinery: Triple expansion, 3-cylinder, constructed by Ferguson Bros (Port Glasgow) Ltd, Port Glasgow, 370ihp. Maximum speed not known

History: Built in 1939 by Ferguson Bros (Port Glasgow) Ltd, Port Glasgow for the Board. Remained on these duties until she was sold in 1968 to Vancourt Trading Ltd (of Guernsey). She was wrecked in 1976 during heavy weather at San Esteban de Pravia, Northern Spain, whilst under tow.

## ML 587

(In fleet from 1946 to 1947)

Twin-screw wooden motor launch – patrol

*No photograph available*

Official No: Not known

Tonnage: 73 displacement

Dimensions: 112 x 18 x 4 feet

Main Machinery: Two petrol engines, constructed by Hall Scott, 1,200bhp, 20 knots

History: Built in 1943 by Johnson & Jago, Leigh-on-Sea, Essex for the Royal Navy as a Fairmile 'B' Motor Launch. In 1946 she was loaned to the Department while its patrol vessels were being reconditioned. She was returned to the Royal Navy in 1947 and subsequently sold as a houseboat, being renamed "La Contenta". No further details are known.

## ML 588

(In fleet from 1946 to 1947)

Twin-screw wooden motor launch – patrol

*No photograph available*

Official No: Not known

Tonnage: 73 displacement

Dimensions: 112 x 18 x 4 feet

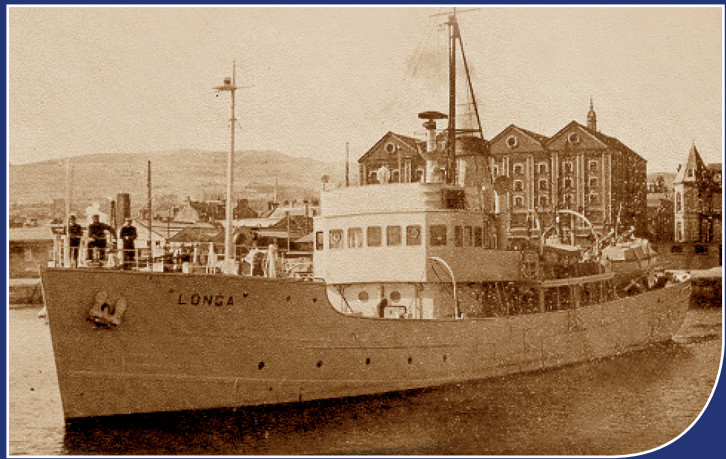
Main Machinery: Two petrol engines, constructed by Hall Scott, 1,200bhp, 20 knots

History: Built in 1943 by Jas Taylor, Chertsey for the Royal Navy as a Fairmile 'B' Motor Launch. In 1946 she was loaned to the Department while its patrol vessels were being reconditioned. She was returned to the Royal Navy in 1947 and subsequently sold as a houseboat, being named "Mary Lou". No further details are known.

## LONGA

(In fleet from 1946 to 1973)  
Steam trawler – patrol

Official No: Not known  
Tonnage: 462grt, 128nrt  
Dimensions: 150 x 28 x 13 feet



Main Machinery: Triple expansion, 3-cylinder, constructed by C D Holmes & Co Ltd, Hull, 850ihp, 10 knots

History: Built in 1944 by Cochrane & Sons Ltd, Selby for the Royal Navy as Isles class trawler “Longa”. Acquired by Department in 1946 and remained on fishery protection duties until 1973, when she was withdrawn from service and broken up by Thos. W Ward Ltd at Inverkeithing. At the time she was one of the last coal burning ships in the UK.

## CLUPEA (I)

(In fleet from 1947 to 1969)  
Wooden motor fishing vessel – research

Official No: 303100  
Tonnage: 76grt, 26nrt  
Dimensions: 69 x 20 x 10 feet



Main Machinery: Oil engine, constructed by Lister Blackstone Marine Ltd, Stamford, Lincs, 160bhp, 8½ knots

History: Built in 1945 by Walter Reekie & Co, St Monance, Fife for the Royal Navy as “MFV 1195”. She was acquired by the Department in 1947 and in 1948 she was commissioned and named “Clupea”. In 1968 she was re-named “Clupea II” to release the original name for a new vessel and in that same year, she was withdrawn from service and laid-up. She was sold to R P G Nunan (of Andover) in 1969, Jersey and then sold again in 1973. No further details are known.

## SCOTIA (II) (renamed Scarba)

(In fleet from 1947 to 1974)

Steam trawler – research / patrol

Official No: 303097  
Tonnage: 492grt, 138nrt  
Dimensions: 150 x 28 x 13 feet



Main Machinery: Triple expansion, 3-cylinder, constructed by Amos & Smith Ltd, Hartlepool, 950ihp, 12 knots

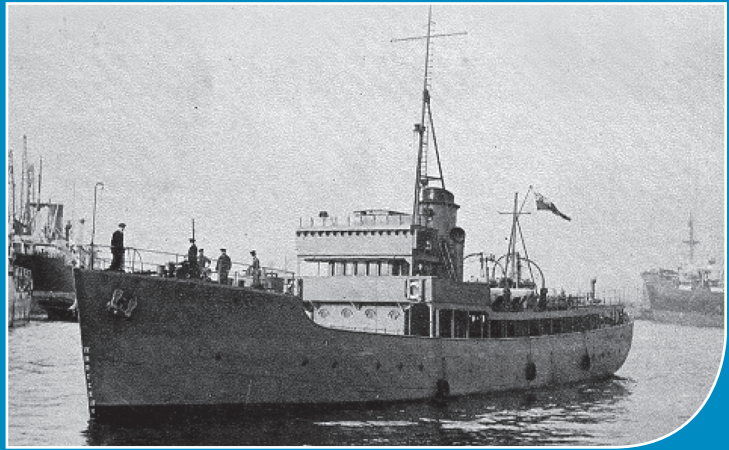
History: Built in 1940 by Cochrane & Sons Ltd, Selby for the Royal Navy as a Shakespearian Class trawler “Fluellen”, the vessel was acquired by the Department in 1947 and in the following year she was commissioned as a research vessel and re-named “Scotia”. In 1972 she was transferred to patrol duties and re-named “Scarba” and in 1973 she was withdrawn from service and laid-up. Later that year she was broken up at Dalmuir, Glasgow by W H Arnott Young & Co (Shipbreakers) Ltd.

## VAILA (II)

(In fleet from 1947 to 1957)

Steam trawler – patrol

Official No: Not known  
Tonnage: 462grt, 128nrt  
Dimensions: 150 x 28 x 13 feet



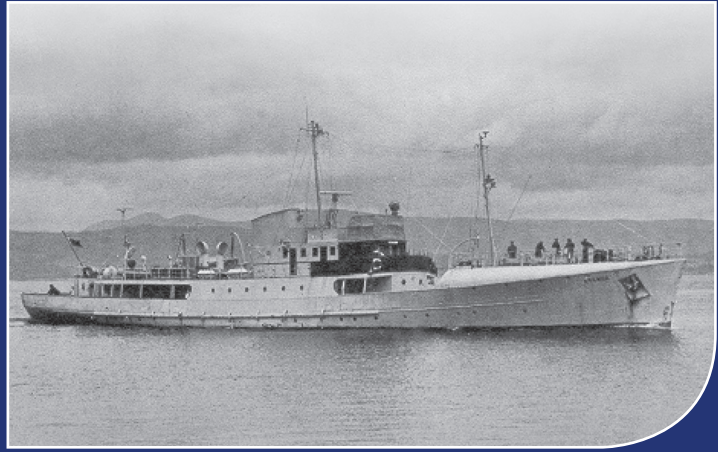
Main Machinery: Triple expansion, 3-cylinder, constructed by Plenty & Son Ltd, Newbury, 850ihp, 11½ knots

History: Built in 1940 by Ardrossan Dockyard Co Ltd, Ardrossan for the Royal Navy as a Tree Class trawler “Acacia”, the vessel was acquired by the Department in 1947 and in the following year she was commissioned and re-named “Vaila”. In 1957 she ran ashore off the mouth of Loch Shell, Lewis, Outer Hebrides with the loss of five lives.

## BRENDA (II)

(In fleet from 1951 to 1982)  
Twin-screw motor vessel – patrol

Official No: 300625  
Tonnage: 350grt, 102nrt  
Dimensions: 179 x 26 x 10 feet



Main Machinery: Two oil engines, each 7-cylinder, constructed by British Polar Engines Ltd, Glasgow, 1,400bhp. Maximum speed 16 knots

History: Built in 1951 by Wm Denny & Bros Ltd, Dumbarton for the Department and used in fishery protection duties until 1982, when she was sold to Sociedad Naviera Lanaxa SA, Panama and renamed “Brenda S” for service as a yacht. No further details known.

## EXPLORER (II)

(In fleet from 1955 to 1984)  
Steam trawler – research

Official No: 303098  
Tonnage: 862grt, 225nrt  
Dimensions: 203 x 33 x 14 feet



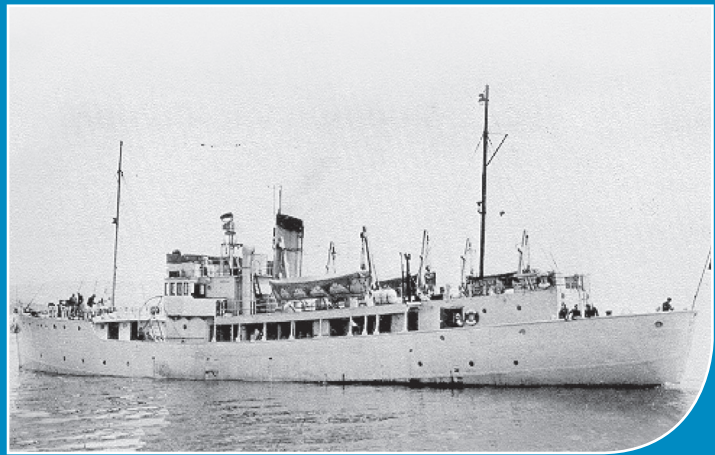
Main Machinery: Triple expansion, 3-cylinder, constructed by A Hall & Co Ltd, Aberdeen, 1,300ihp, 12 knots

History: The vessel was launched in 1955 by A Hall & Co Ltd, Aberdeen for the Department, having been laid down as a Greenland trawler. She was commissioned in 1955 and was used on fishery research duties until 1984. Currently lying in Leith in the care of the Explorer Preservation Society.

## ULVA

(In fleet from 1958 to 1972)  
Steam trawler – patrol

Official No: 303455  
Tonnage: 494grt, 124nrt  
Dimensions: 150 x 28 x 14 feet



Main Machinery: Triple expansion, 3-cylinder, constructed by C D Holmes & Co Ltd, Hull, 850ihp. Maximum speed not known

History: Built in 1943 by Cook, Welton & Gemmell Ltd, Beverley for the Royal Navy as an Isles Class trawler “Annet”. In 1946 she was re-classed as a Wreck Dispersal Vessel and renamed “DV 2”. She was acquired by the Department in 1958 and later that year she was commissioned and named “Ulva” to replace “Vaila”. She was employed on fishery protection duties until she was withdrawn from service in 1971 and laid-up. In 1972 she was broken up at Dalmuir, Glasgow by W H Arnott, Young & Co (Shipbreakers) Ltd.

## MARA

(In fleet from 1958 to 1980)  
Wooden motor fishing vessel – research

Official No: 303461  
Tonnage: 79grt, 18nrt  
Dimensions: 73 x 20 x 9 feet



Main Machinery: Oil engine, 6-cylinder, constructed by Ruston & Hornsby Ltd, Lincoln, 204bhp, 9½ knots

History: Built in 1958 by J N Miller & Sons, St Monance, Fife for the Department and commissioned later that year. She was used on fishery research duties until 1980 when she was withdrawn from service in 1981. She was later sold off and started a new career as a dive boat. In 1995 due to northerly storms she sank at her moorings in Lyness Pier. She was subsequently refloated and stripped of vital parts and later towed to Mill Bay Hoy Sound where she was scuttled.

## NORNA (III)

(In fleet from 1959 to 1987)  
Twin-screw motor vessel – patrol

Official No: 303109  
Tonnage: 580grt, 117nrt  
Dimensions: 195 x 28 x 9 feet



Main Machinery: Two oil engines, each 8-cylinder, constructed by British Polar Engines Ltd, Glasgow, 800bhp, 16 knots

History: Built in 1959 by Wm Denny & Bros Ltd, Dumbarton for the Department and commissioned later that year. She remained in service until 1987 when she was sold to a holding company and renamed “Torrington”. She was then sold to a Norwegian Owner who converted her to a small cruise ship named “Isprinsen”. For a while she operated around Spitzbergen before being sold onto Egyptian owners, renamed “Diversity” running diving cruises in the Red Sea. Last heard of under arrest in Eritrea.

## GOLDSEEKER (II)

(In fleet from 1966 to 1993)  
Motor fishing vessel – research

Official No: 300625  
Tonnage: 39grt, 14nrt  
Dimensions: 50 x 17 x 10 feet



Main Machinery: Oil engine, 6-cylinder, constructed by L Gardner & Sons Ltd, March, 110bhp, 7 knots

History: Built in 1966 by James Noble, Fraserburgh for the Department and commissioned in 1967. Remained in service until 1993 until sold. Last heard of working as a dive support boat.

## CLUPEA (II)

(In fleet from 1968 to 2009)  
Motor fishing vessel – research

Official No: 335167  
Tonnage: 176grt, 85nrt  
Dimensions: 106 x 26 x 14 feet



Main Machinery: Oil engine, 8-cylinder, constructed by Blackstone & Co Ltd, Stamford, 660bhp, 11¾ knots (controllable pitch propeller)

History: Built in 1968 by Hall, Russell & Co Ltd, Aberdeen for the Department and commissioned later that year. Management of the vessel was passed to private operators in 1991.

## SHEARWATER

(In fleet from 1968 to 1979)  
Twin-screw motor trailer - suction dredger

Official No: 335164  
Tonnage: 342grt, 124nrt  
Dimensions: 119 x 30 x 9 feet



Main Machinery: Two oil engines, each 6-cylinder, constructed by Bergius-Kelvin Co Ltd, Glasgow, 360bhp, 9 knots

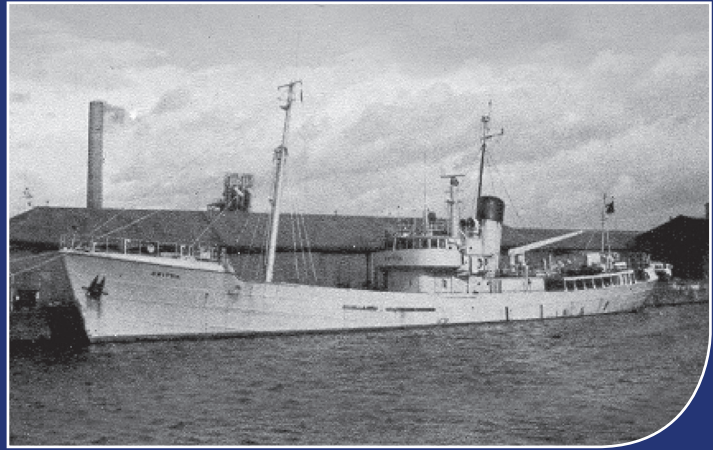
History: Built in 1968 by Hall, Russell & Co Ltd, Aberdeen for the Department. Used on dredging duties until 1979 when she was sold to Grampian District Council, Aberdeen. Still in service.



## SWITHA

(In fleet from 1970 to 1980)  
Steam trawler - patrol

Official No: 182627  
Tonnage: 573grt, 122nrt  
Dimensions: 178 x 30 x 15 feet



Main Machinery: Triple expansion, 3-cylinder, constructed by Amos & Smith Ltd, Hull, 900ihp.  
Maximum speed 12 knots

History: Built in 1948 by Cochrane & Sons Ltd, Selby for the Ministry of Agriculture and Fisheries, Grimsby as the research vessel "Earnest Holt". In 1970 she was acquired by the Department for fishery patrol duties and in 1971 she was commissioned as "Switha". In January 1980 she ran ashore on a reef south east of Inchkeith in the Firth of Forth, whilst inbound for Leith. Fortunately, there were no casualties and the crew were rescued by helicopter. Salvage was found not to be possible and so the vessel was blown open by the Royal Navy to allow fuel oil to be recovered.

## SCOTIA (III)

(In fleet from 1971 to 1998)  
Motor vessel - research

Official No: 340211  
Tonnage: 1,521grt, 376nrt  
Dimensions: 224 x 44 x 15 feet



Main Machinery: Three oil engines, each 8-cylinder, connected to 3 generators. Constructed by British Polar Engines Ltd, Glasgow, 3,600bhp, 14 knots (directional propeller)

History: Built in 1971 by Ferguson Bros (Port Glasgow) 1969 Ltd for the Department. In 1972 she was employed for two months in Icelandic waters as a support ship to the British trawling fleet during the "Cod War". She was sold to Italian operators and renamed "Sentinel". Currently working on a gas pipeline from Libya to Greece.

## JURA (I)

(In fleet from 1973 to 1988)  
Motor vessel – patrol

Official No: 359349  
Tonnage: 892grt, 196nrt  
Dimensions: 195 x 36 x 14 feet



Main Machinery: Two oil engines, each 12-cylinder, constructed by British Polar Engines Ltd, Glasgow, 4,200bhp, 12½/16½ knots (variable pitch propeller)

History: Built in 1973 by Hall, Russell & Co Ltd, Aberdeen for the Department. In 1975 she was loaned to the Royal Navy for serviceability tests but resumed her fishery protection duties in 1977. We believe that she was withdrawn from service in 1988, sold to Marrs of Hull and renamed “Criscilla”.

## WESTRA

(In fleet from 1975 to 2007)  
Motor vessel – patrol

Official No: 364090  
Tonnage: 885grt, 202nrt  
Dimensions: 195 x 36 x 14 feet



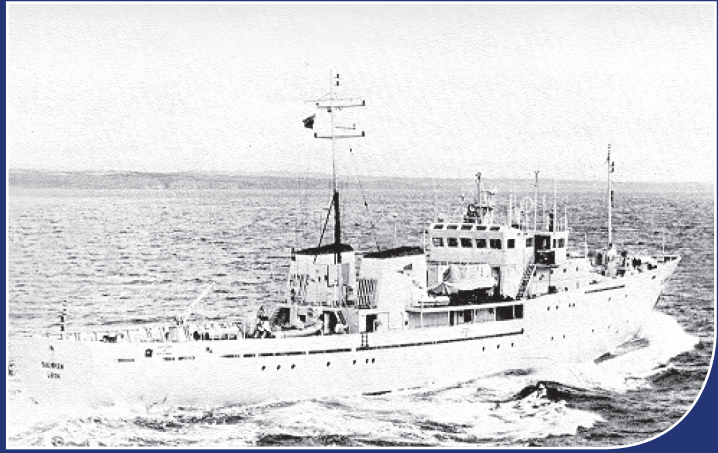
Main Machinery: Two oil engines, each 12-cylinder, constructed by British Polar Engines Ltd, Glasgow, 4,200bhp, 12½/16½ knots (variable pitch propeller)

History: Built in 1975 by Hall, Russell and Co Ltd for the Department and remained on fishery protection duties until 2003 when she was withdrawn from service. Laid up for disposal until sold to the conservation organisation Sea Shepherd and renamed “Robert Hunter” after one of the founding members of Greenpeace. Currently campaigning against whaling in the Antarctic working out of Melbourne.

## SULISKER

(In fleet from 1981 to 2005)  
Twin-screw motor vessel – patrol

Official No: 387796  
Tonnage: 1,250grt 275nrt  
Dimensions: 234 x 38 x 15 feet



Main Machinery: Two oil engines, each 12-cylinder, constructed by Ruston Diesels Ltd, Newton le Willows, 5720bhp, 14/18 knots (variable pitch propellers)

History: Built in 1981 by Ferguson Bros (Port Glasgow) Ltd for the Department. Remained in service until 2005 when she was withdrawn from service. Sold to Buccaneer Yachts for conversion to a luxury yacht for cruising in the Mediterranean and Caribbean.

## VIGILANT (IV)

(In fleet from 1982 to 2008)

Official No: 398718  
Tonnage: 1,250grt 275nrt  
Dimensions: 234 x 38 x 15 feet



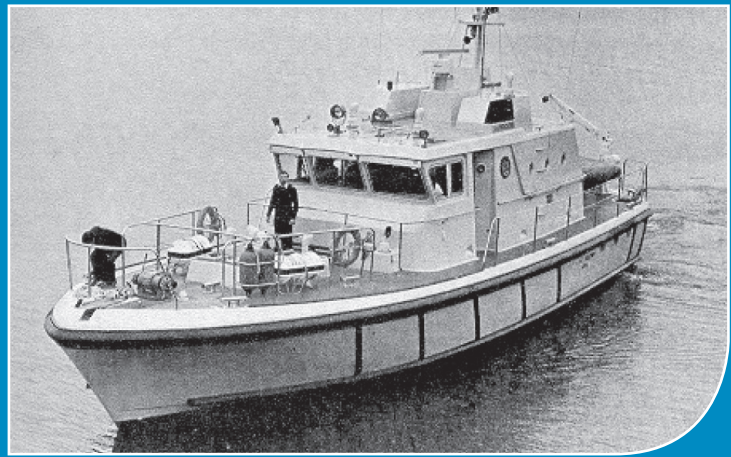
Main Machinery: Two oil engines, each 12-cylinder, constructed by Ruston Diesels Ltd, Newton le Willows, 5720bhp, 14/18 knots (variable pitch propellers)

History: Built in 1982 by Ferguson Bros (Port Glasgow) Ltd for the Department. Remained in service until 2008 when she was withdrawn from service. Sold to Gardline for use as a survey vessel.

## MORVEN

(In fleet from 1983 to 2001)  
Triple-screw - fast patrol launch

Official No: 398725  
Tonnage: 70grt, 28 nrt  
Dimensions: 65 X 19 X 5 feet



Main Machinery: Three oil engines, each 8-cylinder, constructed by General Motors Corporation, Detroit. 1530bhp. On centre engine 11 knots, outer engines 17 knots, maximum 24 knots.

History: Built in 1983 by Cheverton Workboats Ltd, Cowes for the Department. Remained in service until 2001. Sold for use as a survey vessel.

## MOIDART

(In fleet from 1983 to 2003)  
Triple-screw - fast patrol launch

Official No: 398726  
Tonnage: 70grt, 28nrt  
Dimensions: 65 x 19 x 5 feet



Main Machinery: Three oil engines, each 8-cylinder, constructed by General Motors Corporation, Detroit. 1530bhp. On centre engine 11 knots, outer engines 17 knots, maximum 24 knots

History: Built in 1983 by Cheverton Workboats Ltd, Cowes, for the Department. Remained in service until 2003. No further details are known.

## NORNA (IV)

(In fleet from 1987 to 2010)  
Twin screw variable pitch - patrol

Official No: Not known

Tonnage: 1,385

Dimensions: 71 metres

Main Machinery: Ruston diesel propulsion – 4475 Kw. Twin screw variable pitch, 18 knots

History: Built in 1987 by Richards of Lowestoft for the Department. Sold to Eagle Shipping Germany in 2010 and currently being converted to a luxury yacht.



## SCOTIA (IV)

(In fleet from 1998 to present day)  
Diesel electric stern trawler –research

Official No: MXHR6

Tonnage: 2,500 tons

Dimensions: 68 x 60 x 15 metres

Main Machinery: Three Wärtsilä type 9L20 DE marine diesel engines. Service speed of 13 knots

History: The latest ship to bear the name “Scotia” is a multi-purpose 70 metre, diesel-electric vessel designed by Skipsteknisk A/S of Alesund, Norway and build on the Clyde by Ferguson Shipbuilders Ltd of Port Glasgow. The design combines the essential features of a modern hydrographic research ship, with those of a top-line pelagic and demersal trawler. She carries a crew of 17 and can accommodate up to 12 scientists.



## TEMORA

(In fleet from 2003 to present day)  
Catamaran – research

Official No: 907900  
Tonnage: 6.71 tonnes  
Dimensions: 10 metres (length)



Main Machinery: 2 Yanmar 140 engines. Maximum speed 15 knots

History: “Temora” is a Blyth 33 GRP Catamaran. She was built in 1992 and bought by Marine Scotland in 2003. Since entering service, the vessel has been the main sampling platform for Marine Scotland’s Long Term Climate Change Monitoring Programme stations based 3 km off the coast of Stonehaven. At this site, water temperature and salinity have been sampled and measured, as have plankton communities for more than 10 years

## MINNA (III)

(In fleet from 2003 to present day)  
Single screw variable pitch - patrol

Official No: 9266712  
Tonnage: 781  
Dimensions: 47 metres in length



Main Machinery: Wartsila diesel electric propulsion – 1600 Kw. Single screw variable pitch, 14 knots

History: She was built at Ferguson’s Shipyard Port Glasgow and was launched in 2003. She has a crew of 15, a top speed of 14 knots and is used mainly for inshore enforcement tasks

## JURA (II)

(In fleet from 2006 to present day)  
Single screw variable pitch – patrol

Official No: 9319624  
Tonnage: 2,181  
Dimensions: 84 metres length



Main Machinery: Wartsila diesel electric propulsion – 4860 Kw. Single screw variable pitch, 18 knots

History: Currently the largest vessel “Jura” was built at Ferguson’s Shipyard Port Glasgow. She was launched in 2005 and entered service in March 2006. She has a crew of 17, a top speed of 18 knots and is used mainly for offshore enforcement tasks.

## ALBA NA MARA

(In the fleet 2008 to present day)  
Diesel - research

Official No: 2A1E4  
Tonnage: 163.47  
Dimensions: 27 x 24 x 8.8 metres



Main Machinery: Two Mitsubishi S6R MPTK, rating 2 x 630 BHP @ 1600 RPM. Cruise speed 8 knots

History: The “Alba na Mara” was built and designed by Macduff Ship Design Ltd. The vessel is used for fish and shellfish stock assessment and environmental monitoring in the North Sea and on the west coast of Scotland. She carries a crew of 8 and can accommodate up to 5 scientists

## HIRTA

(In fleet from 2008 to present day)  
Single screw variable pitch – patrol

Official No: 9386794

Tonnage: 2,181

Dimensions: 84 metres

Main Machinery: Wartsila diesel electric propulsion – 4860 Kw. Single screw variable pitch, 18 knots

History: She is the newest of our ships and is the same type of ship as the “Jura”. Built at the Remontowa Yard in Gdansk, Poland she entered service in 2008. She has a crew of 17, a top speed of 18 knots and is used mainly for offshore enforcement tasks.





## DERIVATION OF SHIPS' NAMES

<b>ALBA NA MARA</b>	Scotland of the Sea
<b>BRENDA</b>	Daughter of Magnus Troil, the Chief Laird of the Shetlands in bygone days. Appears in Sir Walter Scott's novel "The Pirate"
<b>CLUPEA</b>	Latin name for herring
<b>DRAGON</b>	Not known
<b>ENID</b>	Not known
<b>EXPLORER</b>	Used for science vessels
<b>FIDRA</b>	Island in Firth of Forth, 2½ miles north west of North Berwick
<b>FREYA</b>	Goddess of love and marriage in Norse mythology
<b>GARLAND</b>	Not known
<b>GOLDSEEKER</b>	Used for science vessels
<b>HIRTA</b>	Island of the western edge of Scotland
<b>JURA</b>	Island in the Inner Hebrides
<b>KATHLEEN</b>	Not known
<b>LONGA</b>	Island at the mouth of Gairloch, Western Highlands
<b>MARA</b>	Name for the sea
<b>MINNA</b>	Daughter of Magnus Troil, the Chief Laird of the Shetlands in bygone days. Appears in Sir Walter Scott's novel "The Pirate"
<b>MOIDART</b>	Name of land area on the Western Highlands seaboard
<b>MORVEN</b>	Name of land area on the Western Highlands seaboard
<b>NORNA</b>	The Witch of Fitful Head, Shetland. Appears in Sir Walter Scott's novel "The Pirate"
<b>RONA</b>	Island 11½ miles north east of Portree, Skye
<b>SANDCHIME</b>	Species of seabird found on Scottish shores
<b>SCARBA</b>	Island of the Inner Hebrides, 1½ miles north of Jura
<b>SCOTIA</b>	Roman name for Scotland
<b>SHEARWATER</b>	Species of seabird found on Scottish shores
<b>SULISKER</b>	Rocky islet in the Outer Hebrides, 39 miles north west of the Butt of Lewis
<b>SWITHA</b>	Island in Scapa Flow, Orkney
<b>TEMORA</b>	Type of zooplankton
<b>ULVA</b>	Island in the Inner Hebrides, off the west coast of Mull
<b>VAILA</b>	Island in the mouth of Vaila Sound, 15 miles north west of Lerwick
<b>VIGILANT</b>	Not known
<b>WESTRA</b>	Island in the Orkney Islands group





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