

## FISHERY PROTECTION VESSEL LIST

VIGILANT (I)  
GARLAND  
VIGILANT (II)  
BRENDA (I)  
NORNA (I)  
MINNA (I)  
FREYA (I)  
GOLDSEEKER (I)  
NORNA (II)/NORNA II  
EXPLORER (I)  
DRAGON (I)  
ENID  
RONA (I)  
VAILA (I)  
SANDCHIME (I)  
VIGILANT (III)/VIGILANT II  
FIDRA/FIDRA II  
KATHLEEN  
RONA (II)  
MINNA (II)  
DRAGON (II)  
ML 587  
ML 588  
LONGA  
CLUPEA (I)/CLUPEA II  
SCOTIA (I)/SCARBA  
VAILA (II)  
BRENDA (II)  
SANDCHIME (II)  
FREYA (II)  
EXPLORER (II)  
ULVA  
MARA  
NORNA (III)  
GOLDSEEKER (II)  
CLUPEA (II)  
SHEARWATER  
SWITHA  
SCOTIA (II)  
JURA  
WESTRA  
SULISKER  
VIGILANT (IV)  
FPV MORVEN  
FPV MOIDART

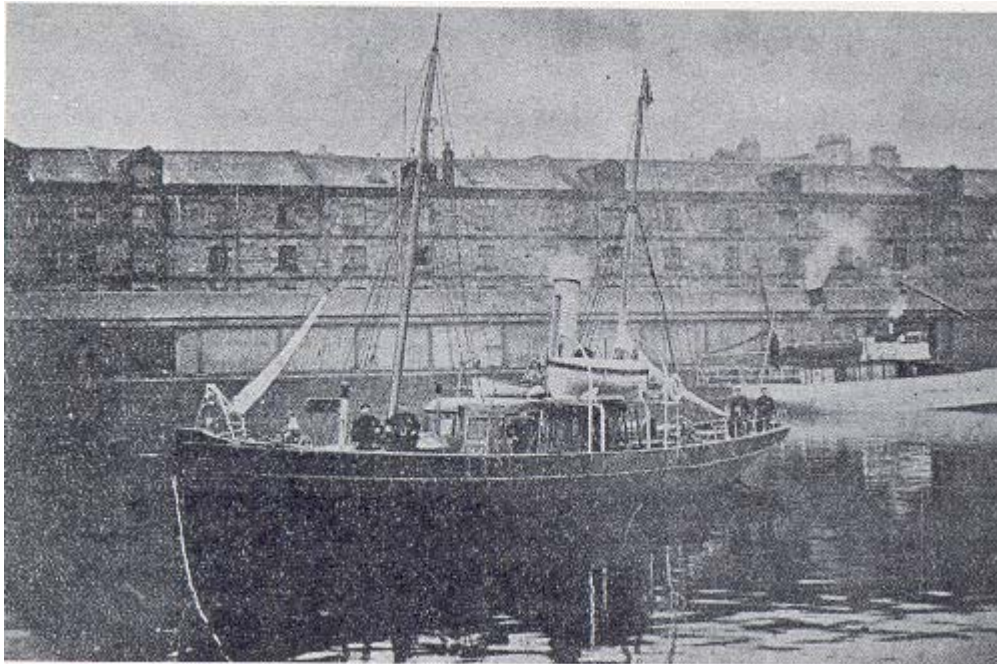
**VIGILANT (I)** (In the fleet from 1882 to 1894) Wooden sailing cutter – patrol

*No Photograph Available.*

Official No: Not known  
Tonnage:: Not known  
Dimensions: 95X23X? 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 the fleet from 1886 to 1902) Iron screw steamer – research



Official No: 77355

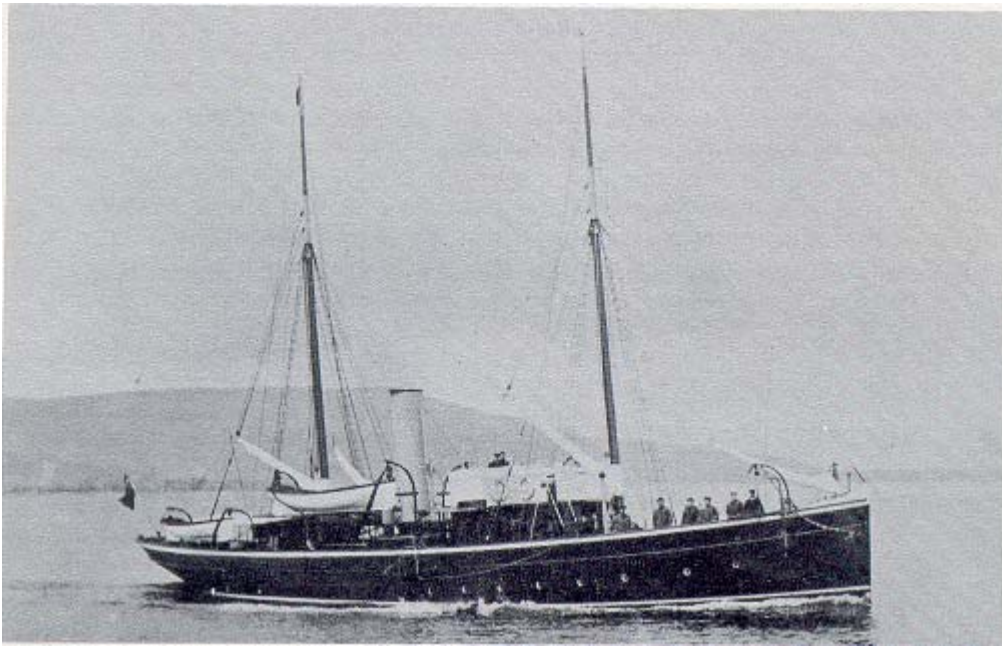
Tonnage: 61grt, 36nrt

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 the fleet from 1897 to 1936) Iron screw steamer – patrol



Official No: 91905

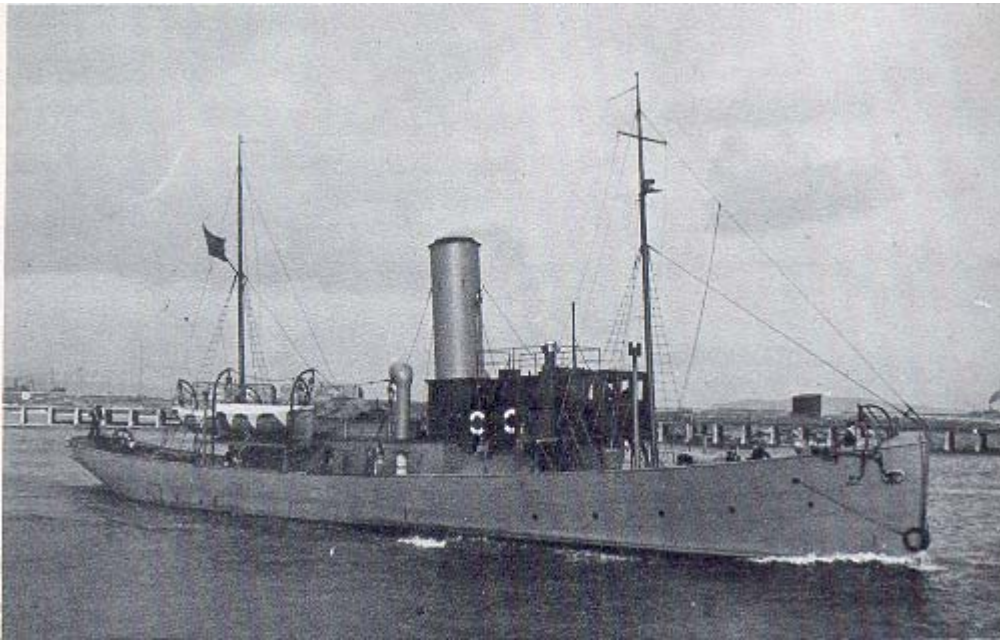
Tonnage: 134grt, 44nrt

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 the 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 the fleet from 1898 to 1904) Wooden steam launch – patrol.

*No Photograph Available.*

Official No: 114229

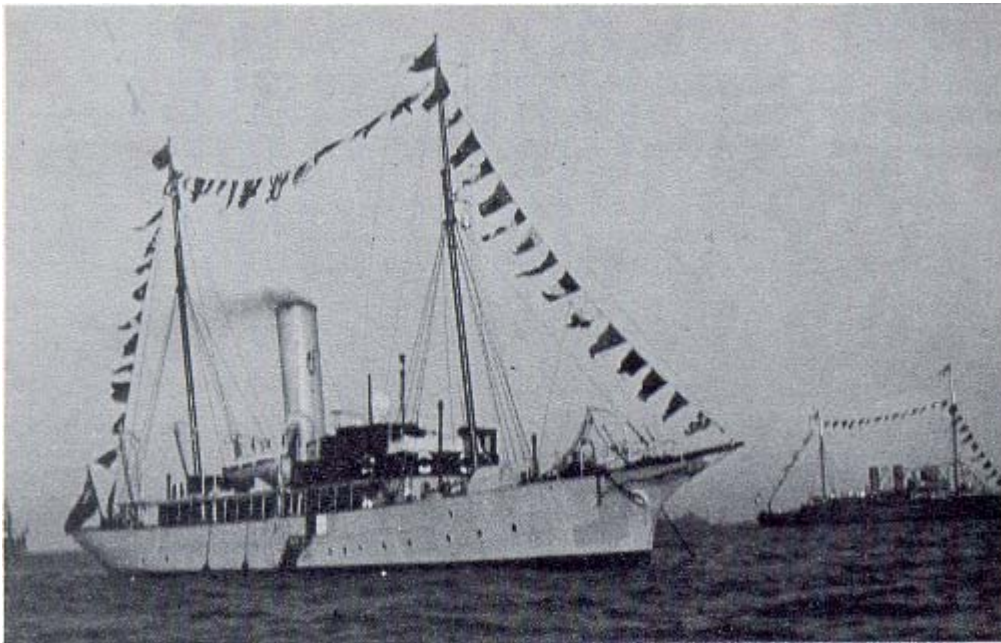
Tonnage: 30gt, 7nt

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 the 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.

**FREYA (I)** (In the fleet from 1904 to 1955) Screw steamer – patrol.

*No photograph available.*

Official No: Not known

Tonnage: 280grt, 60nrt

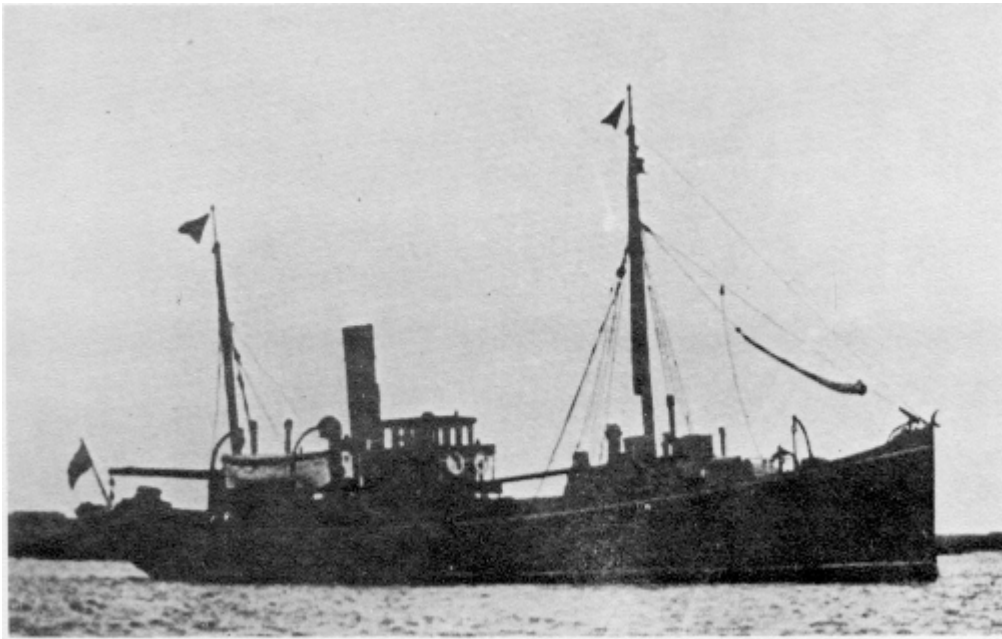
Dimensions: 138 x 24 x 13 feet

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 the 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) / NORNA II** (In the fleet from 1909 to 1960) Screw steamer – patrol.

*No photograph available.*

Official No: Not known

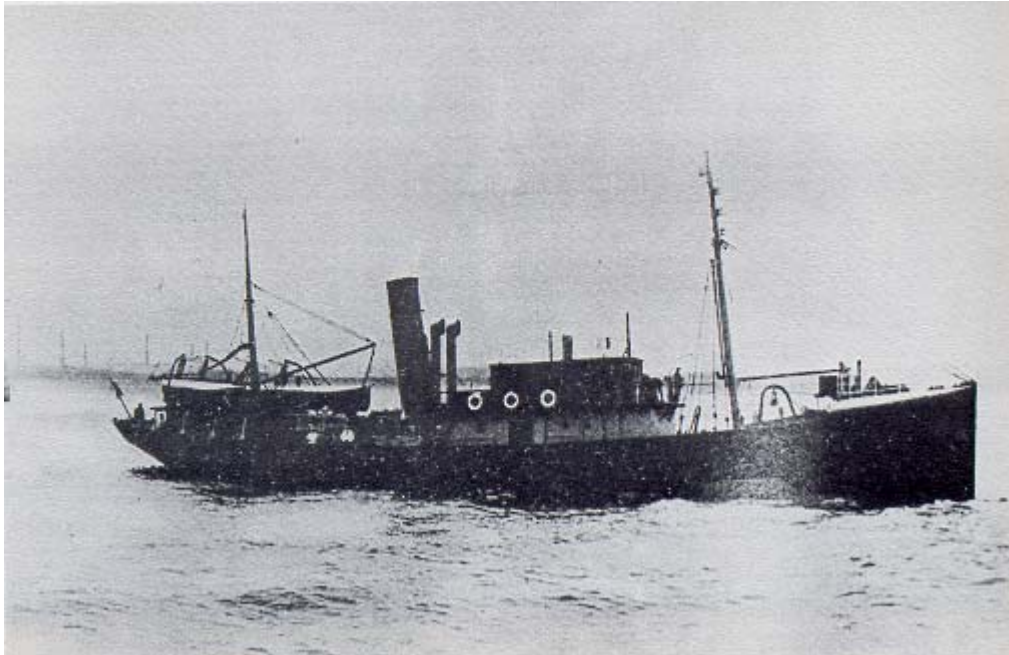
Tonnage: 457gt, 171nt

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 the fleet from 1921 to 1955) Steam trawler – research.



Official No: Not known

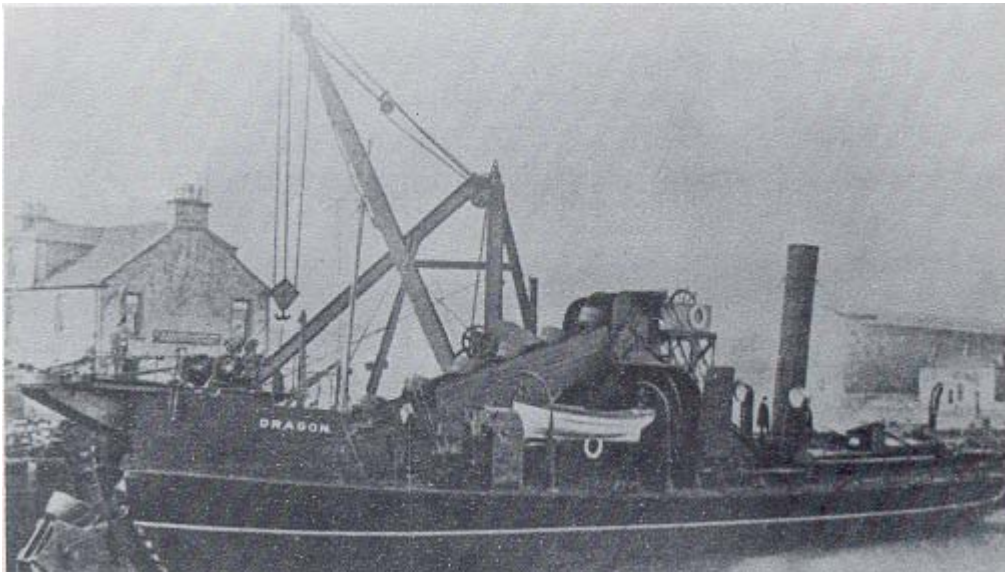
Tonnage: 351grt, 146nrt

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 the fleet from 1920 to 1939) Steam bucket dredger



Official No: 95460

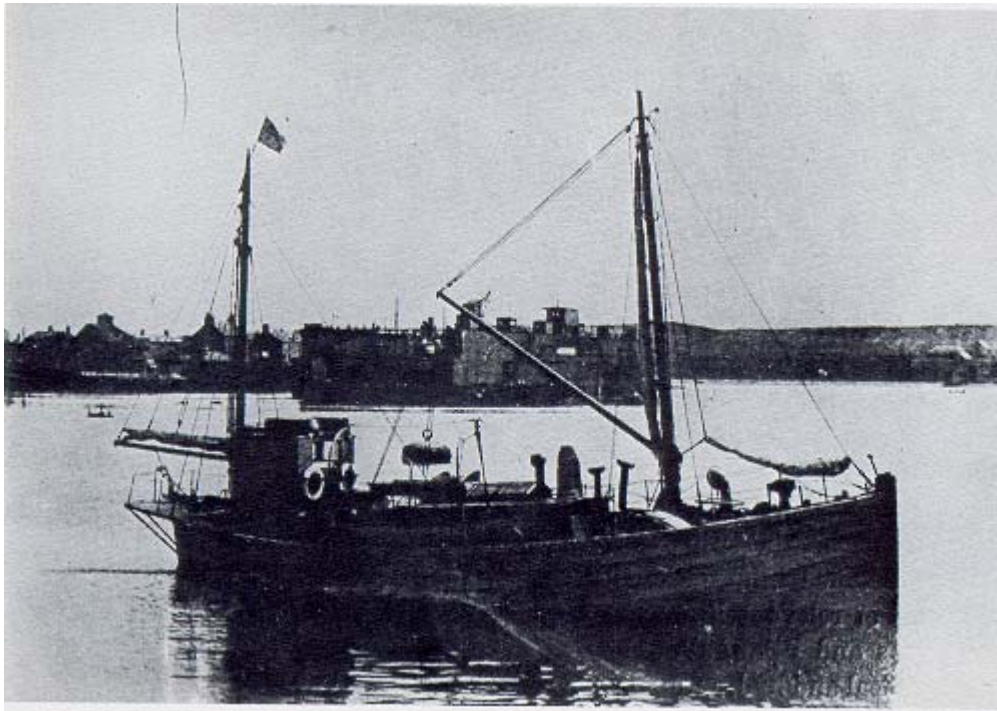
Tonnage: 291grt, 192nrt

Dimensions: 120 x 28 x 11 feet

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

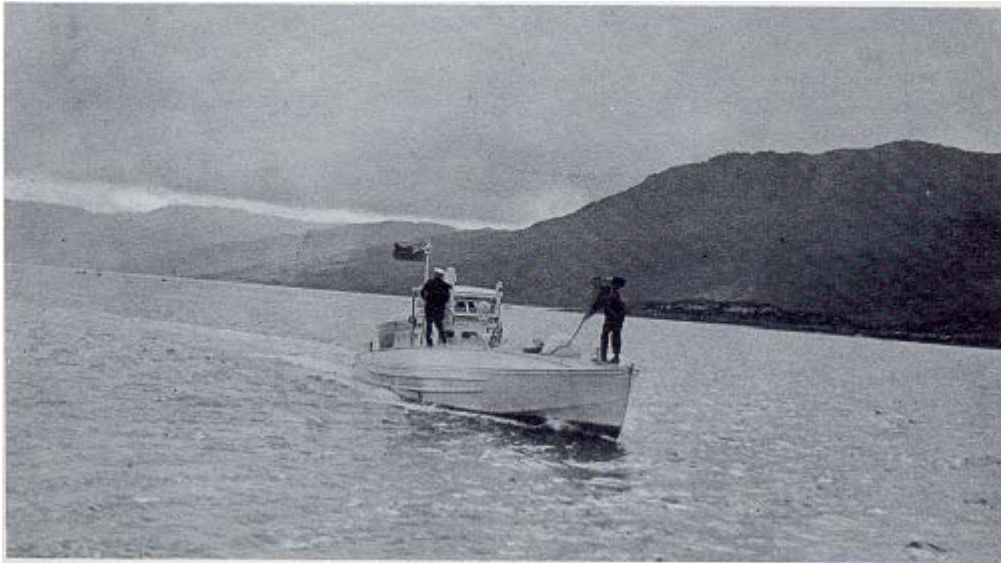
History: Built originally in 1904 by Wm Simmons & Co, Renfrew, the vessel had a number of different owners until 1920 when she was purchased by the Fishery Board for Scotland. She remained in service until 1939 when she was broken up.

**ENID** (In the 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 the fleet from 1924 to 1933) Twin-screw hydroplane – patrol.



Official No: Not known  
Tonnage: 19grt, nrt not known  
Dimensions: 55 x 11 x ? 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 the fleet from 1924 to 1943) Triple-screw motor launch – patrol.

*No photograph available.*

Official No: Not known

Tonnage: 28grt, nrt not known

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 the fleet from 1929 to 1952) Steam grab dredger.

*No photograph available.*

Official No: 161251

Tonnage: 141grt, 49nrt

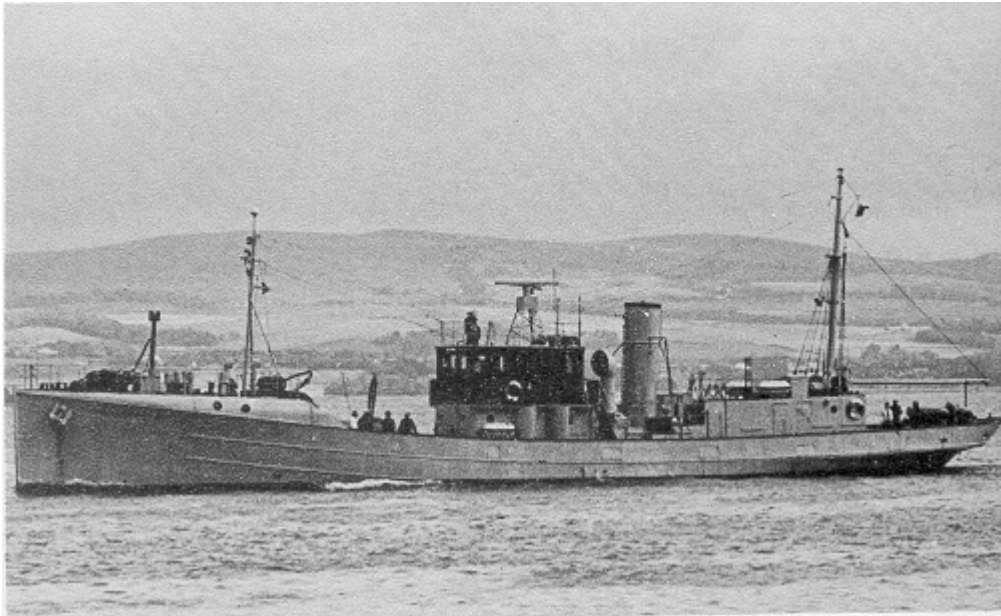
Dimensions: 94 x 23 x 7 feet

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 the fleet from 1935 to 1983) Twin-screw motor vessel – patrol.



Official No: Not known

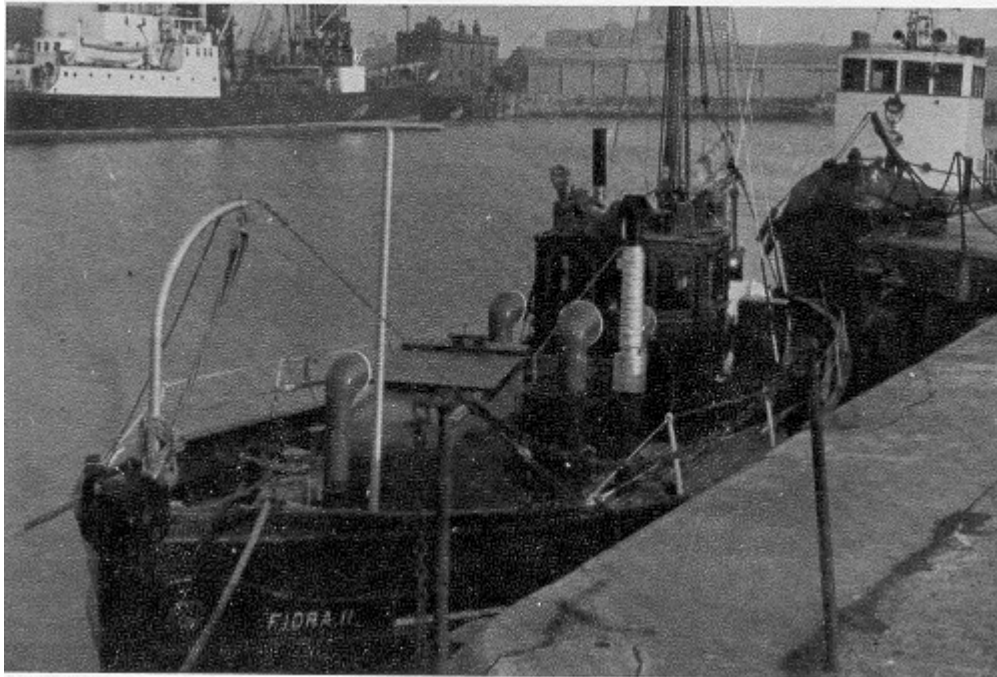
Tonnage: 209grt, 44nrt

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 the 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 the fleet from 1936 to 1958) Wooden motor fishing vessel – research.

*No photograph available.*

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 the fleet from 1938 to 1971) Twin-screw motor vessel – patrol.



Official No: 303451

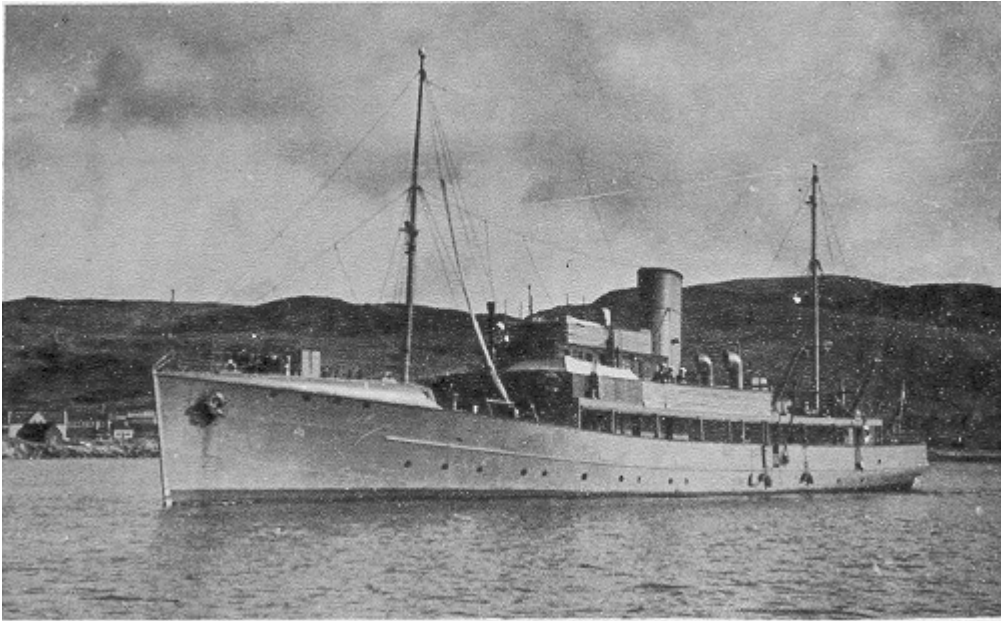
Tonnage: 151grt, 29nrt

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 the 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 the 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.

Click [here](#) to view a photograph.

**ML 587** (In the 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 the fleet from 1946 to 1947) Twin-screw wooden motor launch – patrol.

*No photograph available.*

Official No: Not known

Tonnage: 73 displacement

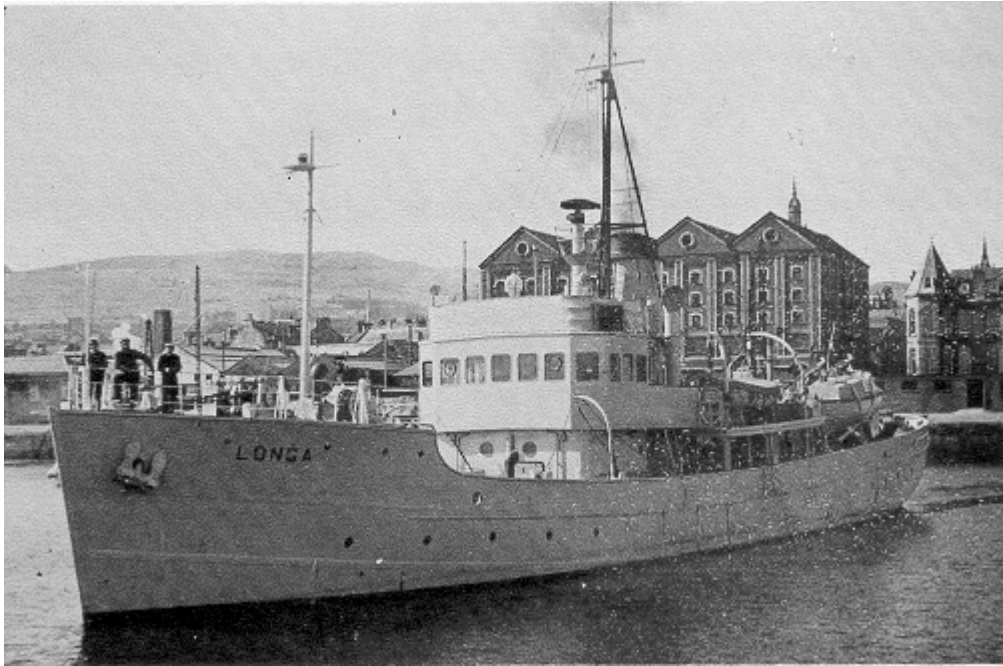
Dimensions: 112 x 18 x 4 feet

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

History: Built in 1943t 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 the 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) / CLUPEA II** (In the fleet from 1947 to 1969) Wooden motor fishing vessel – research.

*No photograph available.*

Official No: 303100

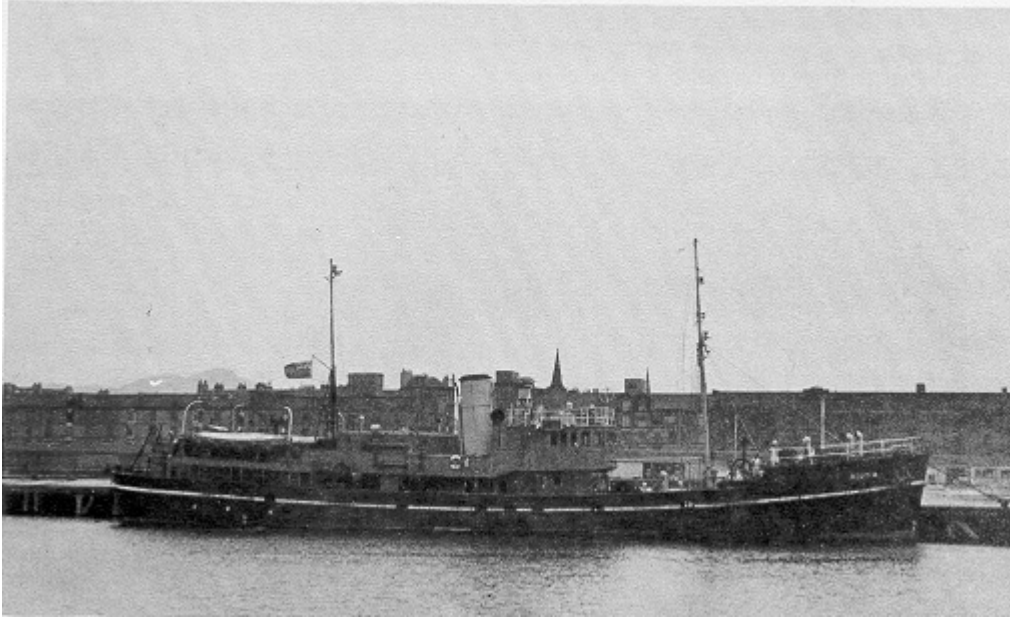
Tonnage: 76grt, 26nrt

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 (I) / SCARBA** (In the 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 the fleet from 1947 to 1957) Steam trawler – patrol.

*No photograph available.*

Official No: Not known

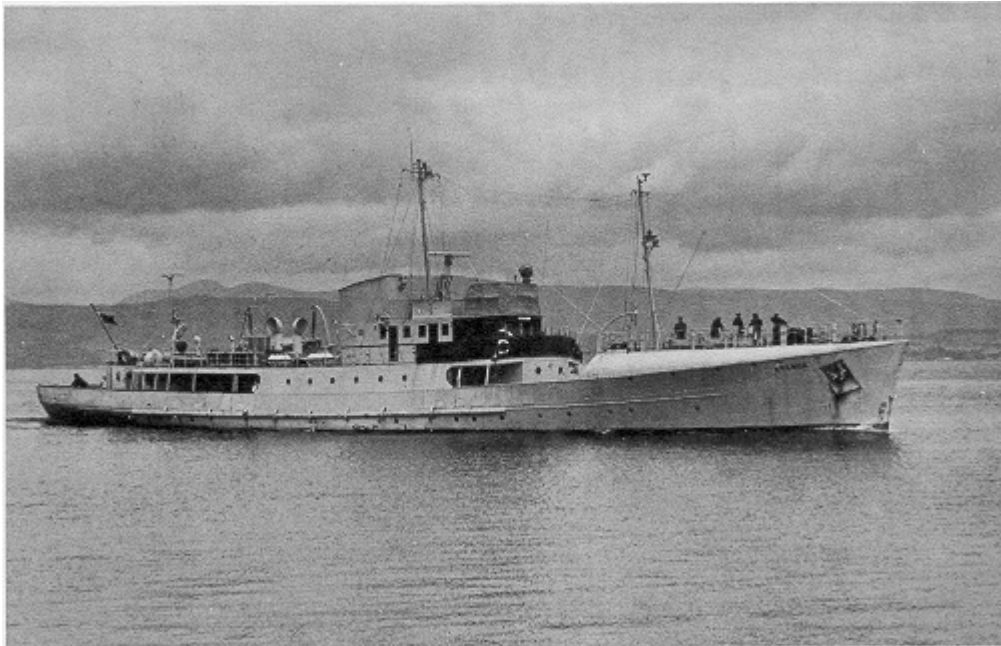
Tonnage: 462grt, 128nrt

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 5 lives.

**BRENDA (II)** (In the fleet form 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.

**SANDCHIME (II)** (In the fleet from 1953 to 1972) Steam grab dredger.

*No photograph available.*

Official No: 303091

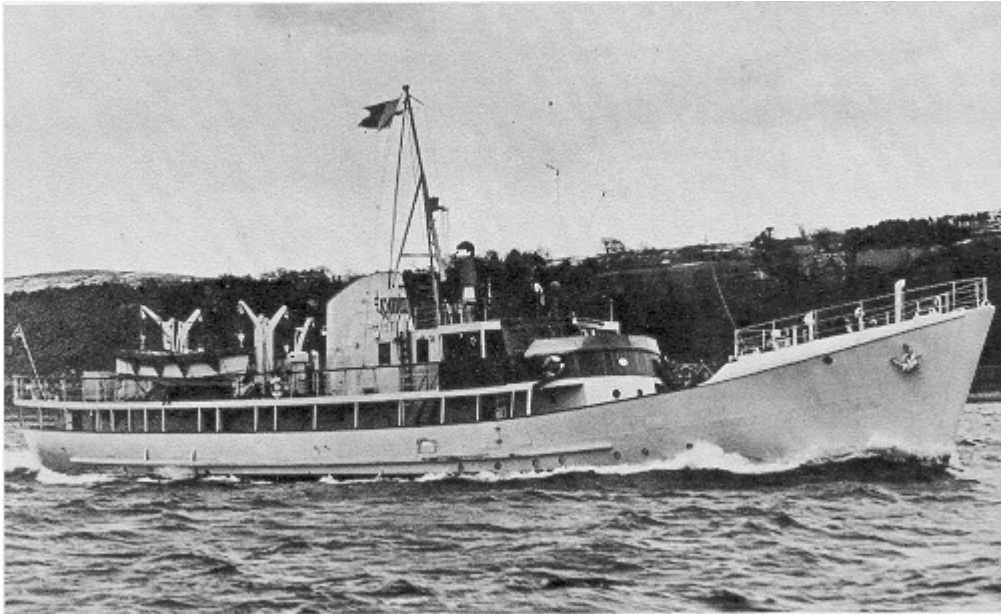
Tonnage: 190grt, 61nrt

Dimensions: 105 x 25 x 9 feet

Main Machinery: Triple expansion, 3-cylinder, constructed by W Simons & Co Ltd, Renfrew, Glasgow, 243ihp. Maximum speed not known.

History: Built in 1953 by W Simons & Co Ltd, Renfrew for the Department and used in dredging duties until 1972, when she was sold to Pounds Marine Shipping Ltd, Portsmouth. Re-sold on a number of occasions in subsequent years. No further details known.

**FREYA (II)** (In the fleet from 1954 to 1959) Twin-screw motor vessel – patrol.



Official Noi: Not known

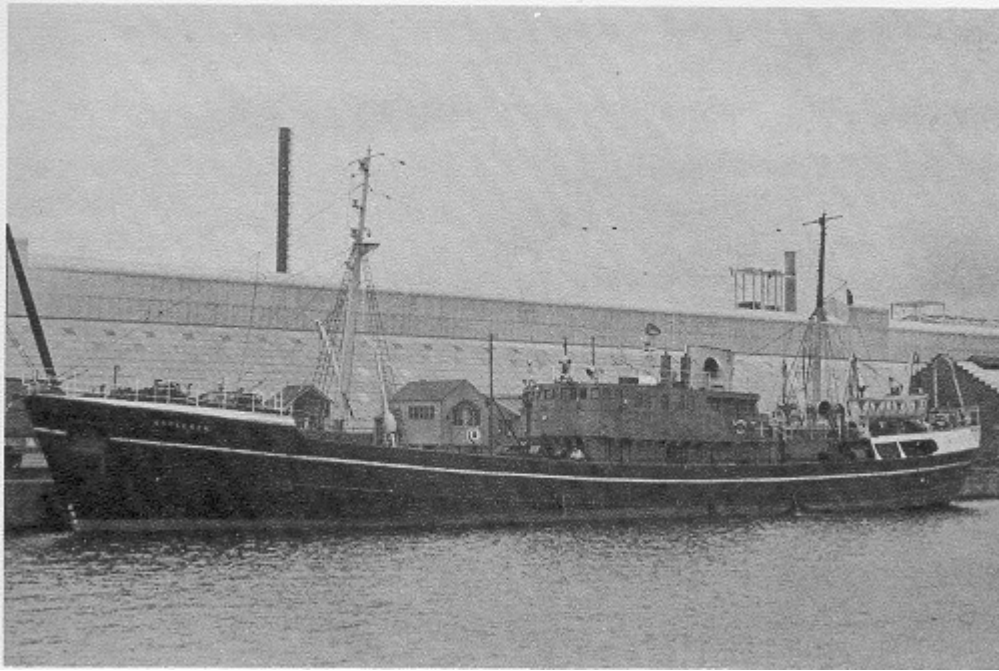
Tonnage: 274grt, 58nrt

Dimensions: 145 x 24 x 11 feet

Main Machinery: Oil engines (Sulzer), each 4-cylinder, constructed by British Polar Engines Ltd, Glasgow, 500bhp, 14½ knots.

History: Built in 1954 by Wm Denny & Bros Ltd, Dumbarton for the Department and commissioned in 1955. In 1959 she capsized in heavy seas off Sarclet Head, 4 miles south of Wick, with the loss of three lives.

**EXPLORER (II)** (In the fleet from 1955 to 1984) Steam trawler – research.



Official No: 303098

Tonnage: 862grt, 225nrt

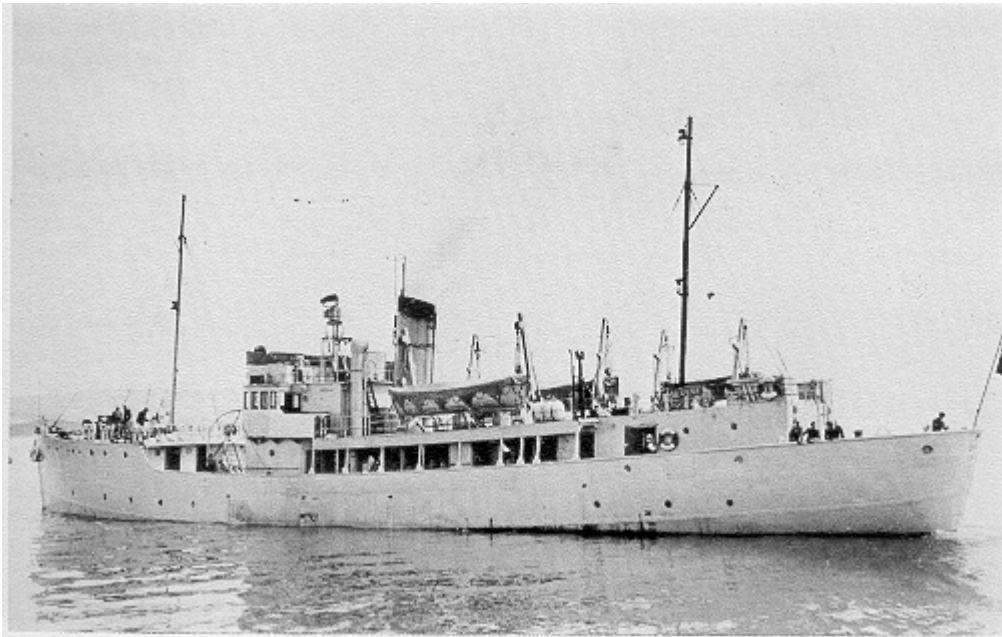
Dimensions: 203 x 33 x 14 feet

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 the fleet from 1958 to 1972) Steam trawler – patrol.



Official No: 303455

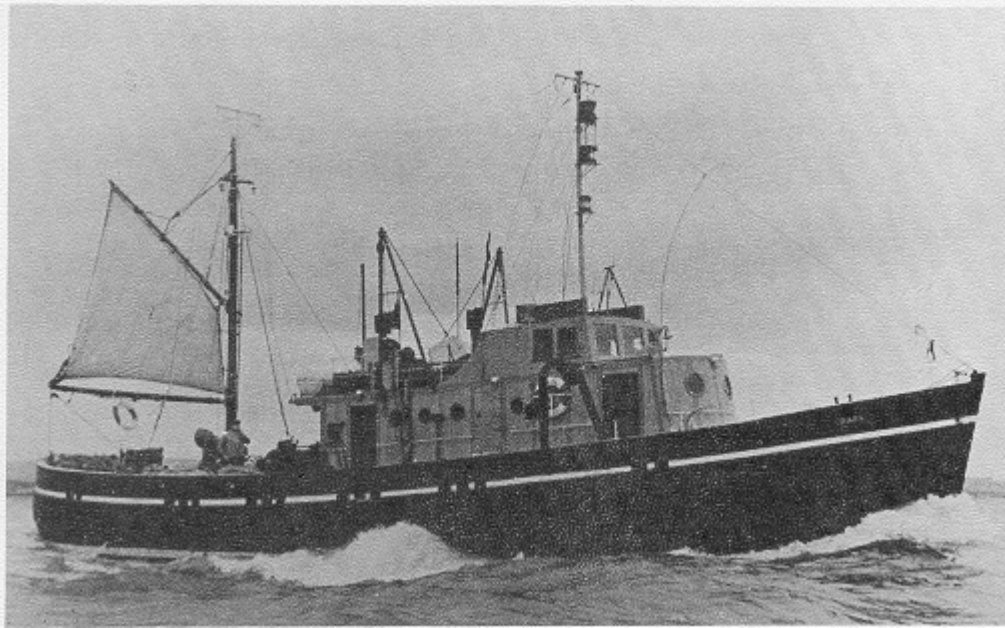
Tonnage 494grt, 124nrt

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 the 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 sold to T F Lewis and P A Cargill. No further details known.

**NORNA (III)** (In the 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, 16knots.

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 on to Egyptian owners, renamed DIVERSITY running diving cruises in the Red Sea. Last heard of under arrest in Eritrea.

**GOLDSEEKER (II)** (In the fleet from 1966 to 1993) Motor fishing vessel – research.

*No photograph available.*

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 the fleet from 1968 to 1991) Motor fishing vessel – research.

*No photograph available.*

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 the fleet from 1968 to 1979) Twin-screw motor trailer suction dredger.



Official No: 335164

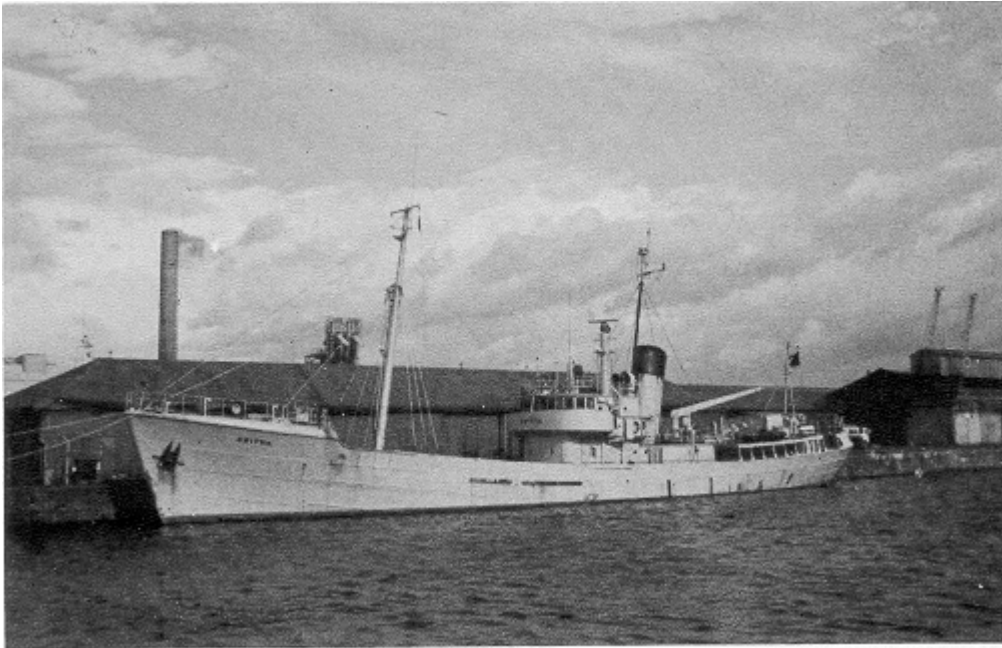
Tonnage: 342grt, 124nrt

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 the 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 (II)** (In the fleet from 1971 to 1991) 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”. It is understood that management of the vessel was passed to private operators in 1991.



**JURA** (In the 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 the fleet from 1975 to 2007) Motor vessel – patrol.



Official No: 364090

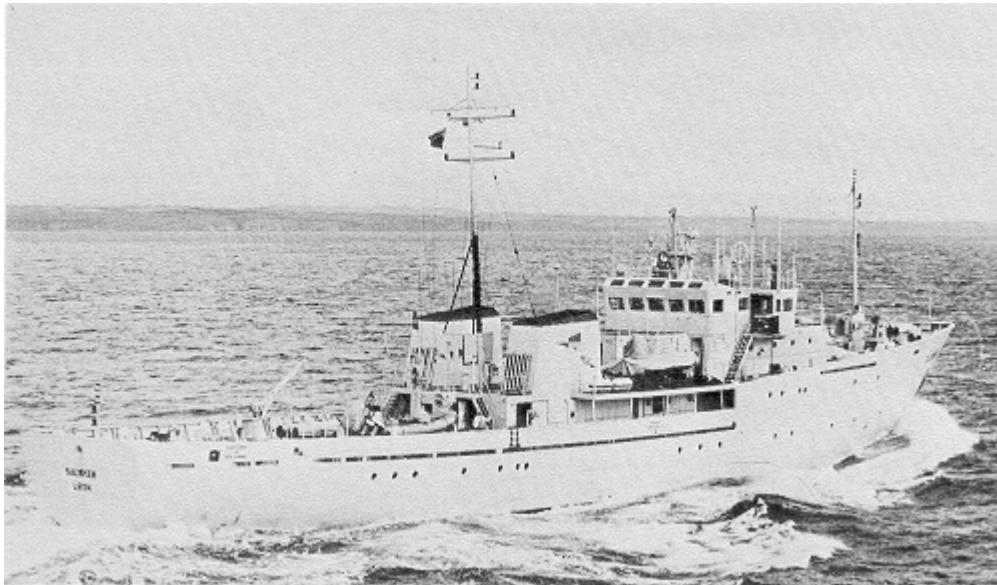
Tonnage: 885grt, 202nrt

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 the 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.

**MORVEN** (In the 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 the 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.

## DERIVATION OF SHIPS' NAMES

BRENDA	Daughter of Magnus Troil, the Chief Laird of the Shetlands in bygone days. Appears in Sir Walter Scott's novel "The Pirate".
CLUPEA	Species of fish found in Scottish waters.
FIDRA	Island in Firth of Forth, 2½ miles north west of North Berwick.
FREYA	Goddess of love and marriage in Norse mythology.
JURA	Island in the Inner Hebrides.
LONGA	Island at the mouth of Gairloch, Western Highlands.
MARA	Species of fish found in Scottish Waters.
MINNA	Daughter of Magnus Troil, the Chief Laird of the Shetlands in bygone days. Appears in Sir Walter Scott's novel "The Pirate".
MOIDART	Name of land area on the Western Highlands seaboard.
MORVEN	Name of land area on the Western Highlands seaboard.
NORNA	The Witch of Fitful Head, Shetland. Appears in Sir Walter Scott's novel "The Pirate".
RONA	Island 11½ miles north east of Portree, Skye.
SANDCHIME	Species of seabird found on Scottish shores.
SCARBA	Island of the Inner Hebrides, 1½ miles north of Jura.
SCOTIA	Roman name for Scotland.
SHEARWATER	Species of seabird found on Scottish shores.
SULISKER	Rocky islet in the Outer Hebrides, 39 miles north west of the Butt of Lewis.
SWITHA	Island in Scapa Flow, Orkney
ULVA	Island in the Inner Hebrides, off the west coast of Mull.
VAILA	Island in the mouth of Vaila Sound, 15 miles north west of Lerwick.
WESTRA	Island in the Orkney Islands group.