

## Oral Histories Project - An Introduction to the Volunteers

From fishing, shipbuilding and the old docks to the new industries building offshore wind turbines, the city of Hull has an incredibly important relationship with the sea and we want to make sure that the maritime stories of the people of Hull are captured for future generations. Below is a basic biography of each of our volunteers. Use these biographies to help structure your questions.

<b>Name</b>	<b>Biography</b>
<p><b>Sue Hickson-Marsay MBE</b></p>	<p>Sue worked as a survival instructor at Humberside offshore training centre for four years, training oil and gas workers that worked in the offshore industry what do in an emergency situation if they had to abandon the Oil or gas installation or what to do if their helicopter ditched in the sea.</p> <p>She was a Pilot Launch Coxswain for 24 years, operating a fifty-foot pilot launch and embarking and disembarking pilots on to ships that come and go to the port of Hull Immingham and Grimsby.1997/2021</p> <p>She is a coxswain and the station manager of the Hornsea independent Lifeboat an Atlantic 85 and has been involved for many years saving lives at sea.</p> <p>She is also the principal of an RYA training centre that offers powerboat courses, first aid and water safety courses.</p>
<p><b>Colin Bettison</b></p>	<p>Colin was born 15th of June 1960 near Mansfield. He left school in 1975 and managed to secure a place at Hull nautical College on Queen Street. At this time Colin lived on Mitcham Road with a landlady whose family had a background in fishing and as engineers on the Norland and P and O Ferries.</p> <p>He joined the Marbella at Saint Andrews Dock in 1976 and thought he was going away for three weeks but found out that the trawler he was on was a freezer trawler and he was away for 16 weeks.</p> <p>Colin worked for Marrs for 22 years, but his fishing career ended during the Falklands conflict as the trawler he was on, the Northella was sent to the Falklands to work as a mine sweeper.</p> <p>Whilst the trawlers were at the Falklands, he was sent to Egypt on a survey Boat looking for oil</p>

	<p>And after that he travelled all over the world doing various jobs.</p> <p>During his time at sea, he continued to go to college and became a captain of the John Lethbridge in 2006. In 2007 Colin became a river pilot on the river Humber working for ABP and is now the assistant dock Master at King George Dock in Hull. His job is to let the ships in and out and keep the port trading.</p>
<b>David Whitworth</b>	<p>David had different jobs at sea including working for United Towing and Salvage, one of the biggest tug companies at the time. Tugs moved ships around the port of Hull and travelled around the world to salvage ships that had got into trouble.</p> <p>David also worked in the Fishing industry and later on the North Sea Oil supply boats.</p> <p>In the 1960's and 70's he joined the crew of the Spurn Lightship when it was on the Bull station and Middle Whitton lightships in the 60s and 70s.</p>
<b>Geoffrey Johnson</b>	<p>Geoff spent 49 years at sea, on all types of vessels. Starting off at Hull Trinity House school onwards through the ranks to Chief Petty officer and until retirement as a Heavy lift Crane Operator (1000tons), Deck foreman on lifting barges and Diving/ROV vessels, Rigs and anything that floats. Geoff is currently Chairman of Hull Trinity house Old Boys association and a main fund raiser.</p>
<b>Shaun Newman</b>	<p>Shaun began his seafaring career as a fisherman. In part due to the cold weather experienced on the fishing grounds he left fishing and joined the Royal Navy. They sent him back to Iceland during the cod wars where he experienced some action, which included British trawlers ramming Icelandic gunboats.</p> <p>After leaving the navy Shaun worked at Dunston's Shipyard at Hessle as a painter and sprayer and then went back to sea on North Sea Oil Standby Boats.</p>
<b>Mike Hood</b>	<p>46 years in the Merchant Navy. During that 46 year period he spent 4 years teaching at Hull Trinity House School (1984-88) and 2 years instructing on a Merchant Navy YTS scheme. His last 25 years at work were spent on the scientific research ships of the Natural Environment Research Council (NERC), including Royal Research Ship James Cook and RRS Discovery.</p>
<b>Cliff Gledhill</b>	<p>Cliff served a 5 year apprenticeship in a ship yard as an apprentice Marine fitter.</p>

	<p>Then he joined the Merchant navy starting as Junior Engineer and worked up to Senior Watch Keeper. After leaving the sea Cliff worked back in Ship repair yards including the trawling firm Boyd line.</p> <p>As a “dry side” engineer Cliff mostly worked at the fish dock, repairing trawlers between trips to the fishing grounds. Occasionally Cliff had to go out in trawlers on the river or the local North Sea to check the ship was repaired. These were short trips, although once he ended up going away for far longer.</p> <p>Latterly in his working life Cliff worked for a very large German engine building company.</p>
<p><b>Mike Bartle</b></p>	<p>Mike’s family worked as engineers in the fishing industry for several generations. After leaving Trinity House school, Mike joined the Merchant Navy and spent almost two decades sailing round the world as a Deck Officer. After leaving the Merchant Navy Mike became the Harbour Master at Teesport in North East England, one of the biggest ports in the country.</p> <p>Harbour Masters control how and when ships navigate into ports.</p>
<p><b>Pete Forytarz</b></p>	<p>Pete’s family were Danish fishermen who moved to Hull. Pete first went to sea at the age of 5 on his father’s “Snibbie”, a type of traditional fishing boat.</p> <p>After leaving school Peter joined the Merchant Navy, sailing on Ellerman Wilson line ships. However, he soon returned to trawling, sailing out of Hull’s fish docks including on the Arctic Corsair as a Spare Hand. This job involved the highly dangerous task of guiding the fishing nets back onto the deck.</p> <p>As the Hull fishing industry declined, Pete went with a number of Hull men to fish in the Falkland Islands, but it didn’t work out. Pete left the fishing industry in 1986.</p>
<p><b>Kevin Murphy</b></p>	<p>Kevins’ family moved from Ireland to build Hull’s docks and stayed to work as dockers loading and unloading ships, mostly by hand.</p> <p>Kevin started on the docks straight out of school and worked for the British Transport Dock Board and later Associated British Ports for 27 years until being made redundant as technology changed.</p> <p>He did many jobs at all of the different docks and Salt End jetties. These included dock gate operating, crane operating, grain elevators.</p> <p>Kevin taught himself how to sketch and draw and has exhibited paintings with a local maritime theme.</p>