

World Ship Society – Torbay & East Devon Branch

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Meetings held the second Tuesday of each month at the Alice Cross Centre, Teignmouth



Branch Newsletter: February 2014

Editorial

This is the second issue of the branch newsletter. I would like to thank everyone for the positive feedback I've received about the first issue, and reiterate my call for contributions – as long as they are of a maritime theme, and reasonably local, they will be more than welcome. I hope you enjoy this issue; a large part of it is taken up with shipping movements, which is particularly long because of the gales at the beginning and end of the month and a busy few weeks at Teignmouth. It may take a while to compile all of the information, but here's hoping it continues throughout the year!

Branch Calendar

- 11/02/2014 Vancouver in the 1990s (*WSS Slide Show*)
- 11/03/2014 Passing the Point (*Bernard McCall*)
- 08/04/2014 When we were here Six Weeks Ago... (*Tom Walker*)

Branch Notes: January 2014

During our first 2014 meeting a short AGM was held; David Walker was elected branch secretary in place of Bob Collins. David Eeles is stepping down as treasurer after many years in the role. The incoming committee would like to place on record their thanks for the distinguished efforts of the outgoing committee.

For our first show of the year, David Eeles presented a series of videos taken on recent trips. We visited a variety of locations, watching ships arriving at Teignmouth, vessel movements at Southampton and Terneuzen, and a becalmed Thames barge race. David also showed footage of steam locomotives in the UK and Switzerland, his other passion. The videos were accompanied by an entertaining commentary. Many thanks for an enjoyable evening.

Shipping Movements: January 2014

Teignmouth

- Frisium** (92/2355dwt, NLD) arrived 02/01/2014 from Lillebonne and sailed 04/01/2014 for Europoort.
- Celtic Pioneer** (85/3065dwt, GBR) arrived 02/01/2014 from Drogheda and sailed 05/01/2014 for Figueira da Foz.
- Sea Melody** (94/3713dwt, BRB) arrived 03/01/2014 from Aveiro and sailed 06/01/2014 for Rotterdam.
- Baltic Skipper** (97/3110dwt, GIB) arrived 04/01/2014 from Amsterdam and sailed 06/01/2014 for Southampton.
- Vanguard** (01/3300dwt, IOM) arrived 04/01/2014 from St. Malo and sailed 07/01/2014 for Ghent.
- Hav Zander** (90/2999dwt, BHS) arrived 06/01/2014 from Swinoujscie and sailed 07/01/2014 for Dieppe.
- Valentin Pikul** (94/2917dwt, MLT) arrived 08/01/2014 from Rosyth and sailed 09/01/2014 for Loviisa.
- Falcon** (91/2225dwt, GBR) arrived 08/01/2014 from Amsterdam and sailed 11/01/2014 for Shoreham.
- FB Glory** (86/1900dwt, PAN) arrived 09/01/2014 from Belfast and sailed 10/01/2014 for Alexandria.
- Bravery** (04/1864dwt, NLD) arrived 09/01/2014 from King's Lynn and sailed 10/01/2014 for Duisburg.
- Martin** (86/1412dwt, GBR) arrived 11/01/2014 from Teesport and sailed 13/01/2014 for Porthoustock.
- Paper Moon** (90/2717dwt, ATG) arrived 15/01/2014 from Amsterdam and sailed 16/01/2014 for Rotterdam.
- Peak Bergen** (86/2376dwt, COK) arrived 15/01/2014 from Brake and sailed 15/01/2014 for Fowey.
- Leine** (04/2928dwt, ATG) arrived 15/01/2014 from Amsterdam and sailed 17/01/2014 for Plymouth.
- Fehn Capella** (96/2503dwt, ATG) arrived 16/01/2014 from Bristol and sailed 16/01/2014 for Gibraltar.
- Frisium** (92/2355dwt, NLD) arrived 17/01/2014 from Vlaardingen and sailed 18/01/2014.
- Icelandica Hav** (82/2325dwt, BHS) arrived 17/01/2014 from Silloth and sailed 17/01/2014 for Gdansk.
- Osa** (85/2507dwt, POL) arrived 19/01/2014 from Klaipeda and sailed 20/01/2014 for Fowey.
- Sea Shannon** (98/2268dwt, NLD) arrived 19/01/2014 from Erith and sailed 20/01/2014 for Ghent.
- Tera** (85/3035dwt, VCT) arrived 20/01/2014 from Klaipeda and sailed 22/01/2014 for Rotterdam.
- Eems Servant** (10/2620dwt, NLD) arrived 31/01/2014 from Lillebonne.

Lyme Bay

Sanko Mineral (08/50757dwt, JPN) arrived 15/09/2013 from Redcar via Falmouth, awaiting orders.
Sea Challenger (98/7049dwt, CYP) sailed 01/01/2014 for Oran, sheltering.
Gas Evoluzione (96/2980dwt, MHL) sailed 01/01/2014 for Portland, sheltering.
Patara (12/12755dwt, GIB) arrived 03/01/2014 from Antwerp and sailed 07/01/2014 for Durban, sheltering.
British Eagle (06/113553dwt, IOM) arrived 03/01/2014 from Primorsk and sailed 04/01/2014 for Donges, drift sheltering.
Havstrøm (91/7975dwt, NIS) arrived 03/01/2014 from Butzfleth and sailed 03/01/2014 for Aghinish, sheltering.
Saronic Trader (11/93112dwt, LBR) arrived 03/01/2014 from Kokkola and sailed 05/01/2014 for Eregli, sheltering.
Jin Zhu Hai (09/76450dwt, CHN) arrived 03/01/2014 from Falmouth (bunkers) and sailed 07/01/2014 for Ponta da Madeira, drift sheltering.
Hammersmith Bridge (09/98849dwt, PAN) arrived 04/01/2014 from Antwerp and sailed 07/01/2014 for Port Said, sheltering.
Dongchanghai (97/27137dwt, PAN) arrived 04/01/2014 from Sassnitz and sailed 07/01/2014 for Banana, sheltering.
Freja Maersk (01/31632dwt, DIS) arrived 04/01/2014 from Rotterdam and sailed 06/01/2014 for Jose Marine Terminal, Venezuela, sheltering.
Agios Nikolas (04/76390dwt, GRC) arrived 05/01/2014 from Riga and sailed 07/01/2014 for Itaguai, sheltering.
Andama (10/178064dwt, MLT) arrived 05/01/2014 from Narvik and sailed 07/01/2014 for Port Said, drift sheltering.
COSCO Fortune (12/140637dwt, HKG) arrived 05/01/2014 from Antwerp and sailed 07/01/2014 for Port Said, drift sheltering.
Nijinsky (08/16800dwt, SGP) arrived 06/01/2014 and sailed 07/01/2014 for Point Lisas, drift sheltering.
Bishu Highway (09/17649dwt, JPN) sailed 07/01/2014 for Baltimore, drift sheltering.
Sunrise (09/37268dwt, BHS) arrived 11/01/2014 and sailed 13/01/2014 for Savannah, awaiting orders.
Grande Angola (08/26881dwt, ITA) arrived 12/01/2014 from Antwerp and sailed 14/01/2014 for Casablanca, sheltering.
Euphony Ace (05/18944dwt, PAN) arrived 15/01/2014 from Zeebrugge and sailed 17/01/2014 for Vigo, drift sheltering.
Betohobbies (07/1561dwt, ATG) arrived 16/01/2014 from Vlissingen and sailed 18/01/2014 for Luanda, drift sheltering.
COSCO Tengfei (11/14759dwt, PAN) arrived 21/01/2014 from Bremerhaven and sailed 22/01/2014 for Savona, sheltering.
Yutai Breeze (10/55088dwt, PAN) arrived 25/01/2014 from Teesport and sailed 28/01/2014 for Diliskelesi, sheltering.
Burgtor (89/3432dwt, ATG) arrived 25/01/2014 from Shoreham and sailed 28/01/2014 for Silloth, sheltering.
Olympic Light (82/2380dwt, BLZ) arrived 26/01/2014 from Vlissingen and sailed 28/01/2014 for Swansea, sheltering.
Wilson Grimsby (93/3689dwt, BRB) arrived 26/01/2014 from Antwerp and sailed 28/01/2014 for Sagunto, sheltering.
Neva-Leader 6 (13/7154dwt, RUS) arrived 26/01/2014 from St. Petersburg and sailed 28/01/2014 for Bilbao, sheltering.
Iberica Hav (99/2262dwt, BHS) arrived 26/01/2014 from Sassnitz-Mukran and sailed 27/01/2014 for Silloth, sheltering.
Aristote (83/1821dwt, BHS) arrived 26/01/2014 from Rotterdam and sailed 27/01/2014 for Sharpness, sheltering.
Da Kang (13/28510dwt, HKG) arrived 26/01/2014 from Bremen and sailed 28/01/2014 for Suez Canal, sheltering.
Jork Ruler (06/9931dwt, CYP) arrived 26/01/2014 from Rotterdam and sailed 27/01/2014 for Belfast, sheltering.
Lambi (12/33221dwt, MLT) arrived 26/01/2014 from St. Petersburg and sailed 28/01/2014 for Singapore, sheltering.
K&A SP (11/33170dwt, PAN) arrived 26/01/2014 from Murmansk and sailed 28/01/2014 for Puerto Cabello, drift sheltering.
Frontier Oasis (11/181469dwt, PAN) arrived 27/01/2014 from Hamburg, drift sheltering.
Apollo Lynx (02/4294dwt, ATG) arrived 27/01/2014 from Oskarshamn and sailed 29/01/2014 for Barreiro, sheltering.
Ammon (05/3800dwt, NLD) arrived 27/01/2014 from Ijmuiden and sailed 28/01/2014 for Bilbao, sheltering.
Anangel Seafarer (11/179754dwt, MLT) arrived 27/01/2014 from Europoort and sailed 28/01/2014 for Ponta da Madeira, sheltering.
Yashma (12/5025dwt, RUS) arrived 27/01/2014 from Horsens and sailed 28/01/2014 for Pasajes, sheltering.
Bonn Express (89/45977dwt, DEU) arrived 28/01/2014 from Le Havre, sheltering & repairs.
Norfolk Express (95/45240dwt, BMU) arrived 29/01/2014 from New Orleans, sheltering.
Voidomatis (05/61352dwt, LBR) arrived 31/01/2014 from Antwerp, sheltering.
Rickmers Chennai (13/19359dwt, LBR) arrived 31/01/2014 from Southampton, sheltering.
Jork Rider (06/9340dwt, ATG) arrived 31/01/2014 from Rotterdam, sheltering.

Babbacombe Bay

BBS Sea (98/3193dwt, NLD) arrived 02/01/2014 from Liepaja and sailed 07/01/2014 for Lorient, sheltering.
Fri Langesund (97/4211dwt, GIB) arrived 03/01/2014 from Riga and sailed 04/01/2014 for Cardiff, sheltering.
Christina (98/4743dwt, ATG) arrived 03/01/2014 from Hamburg and sailed 07/01/2014 for Diliskelesi, sheltering.
Baltiyskiy-202 (94/2803dwt, MLT) arrived 04/01/2014 from Riga and sailed 07/01/2014 for Cork, sheltering.
Celtic Pioneer (85/3065dwt, GBR) arrived 05/01/2014 from Teignmouth and sailed 07/01/2014 for Figueira da Foz, sheltering.
Karina-G (07/3813dwt, ATG) arrived 05/01/2014 from Bremen and sailed 07/01/2014 for Pasajes, sheltering.
Beaumonde (04/3820dwt, NLD) arrived 05/01/2014 from Brake and sailed 07/01/2014 for Djendjen, sheltering.
Blue Stream (01/4850dwt, ATG) arrived 05/01/2014 from Gdynia and sailed 07/01/2014 for Bilbao, sheltering.
Rusich-2 (04/5485dwt, RUS) sailed 07/01/2014 for Pasajes, sheltering.
Visurgis (97/4156dwt, ATG) arrived 18/01/2014 from Birkenhead and sailed 20/01/2014 for Avlies, awaiting orders.

Tor Bay

Arklow Fame (06/4889dwt, IRL) arrived 01/01/2014 from Newport and sailed 01/01/2014 for Amsterdam, Sheltering & maintenance.
Milady (05/3817dwt, GIB) sailed 02/01/2014 for Figueira da Foz, sheltering.
Kento (94/2300dwt, PAN) sailed 02/01/2014 for Kaliningrad, sheltering.
Constance (11/3196dwt, GIB) arrived 02/01/2014 from Europoort and sailed 07/01/2014 for Poti, sheltering.
Jade (10/3261dwt, NLD) arrived 02/01/2014 from Ghent and sailed 04/01/2014 for Leixoes, sheltering.
Nordic Saga (07/4053dwt, NIS) arrived 02/01/2014 from Sarpsborg and sailed 04/01/2014 for Birkenhead, sheltering.
Abis Bordeaux (11/3930dwt, NLD) arrived 02/01/2014 from Eemshaven and sailed 08/01/2014 for Las Palmas, sheltering.
Fri Skien (00/3740dwt, GIB) arrived 02/01/2014 and sailed 04/01/2014 for Liverpool, sheltering.
RMS Lagona (00/2688dwt, ATG) sailed 04/01/2014 for New Ross, sheltering.
Nina Bres (07/3740dwt, DIS) arrived 05/01/2014 from Karlstad and sailed 08/01/2014 for Gandia, sheltering.
Pex (01/4267dwt, ATG) arrived 05/01/2014 from Ghent and sailed 07/01/2014 for Bayonne, sheltering.
Eendracht (09/3750dwt, NLD) arrived 05/01/2014 from Harlingen and sailed 07/01/2014 for Mostaganem, sheltering.
BBS Sky (00/3171dwt, BHS) arrived 05/01/2014 from Hamburg and sailed 08/01/2014 for Cork, sheltering.
Vossborg (00/8708dwt, ATG) arrived 05/01/2014 from Brake and sailed 07/01/2014 for Foynes, sheltering.
Lena (98/9544dwt, ATG) arrived 12/01/2014 from Rostock and sailed 14/01/2014 for Trieste, sheltering.
JB115 (09/-dwt, BHS) arrived 12/01/2014 from Rotterdam and sailed 17/01/2014 for Holyhead, sheltering.
Vortex (10/570dwt, GBR) arrived 12/01/2014 from Zeebrugge and sailed 17/01/2014 for Holyhead, towing JB115.
Bugsier 21 (00/160dwt, DEU) arrived 12/01/2014 from Zeebrugge and sailed 17/01/2014 for Holyhead, towing JB115.
Rysum (91/2381dwt, ATG) arrived 13/01/2014 from Ulstenvik and sailed 13/01/2014 for Cork, sheltering.
NBP Liner (11/9273dwt, ATG) arrived 15/01/2014 and sailed 17/01/2014 for Tripoli, sheltering.
Mila (13/8227dwt, ATG) arrived 25/01/2014 from Skaw and sailed 28/01/2014 for Tekirdag, sheltering.
Beaumont (05/3792dwt, GBR) arrived 26/01/2014 from Europoort and sailed 30/01/2014 for Pembroke, sheltering.
Patricia (82/990dwt, GBR) arrived 31/01/2014 from Southampton.

Start Bay

Markab (78/800dwt, VUT) arrived 25/01/2014 from Wilhelmshaven and sailed 28/01/2014 for Las Palmas, sheltering.

50 Years Ago – February 1964

Tom Walker

February 1964 started with some interesting coastal movements for Tor Bay, firstly the small coastal tanker ESSO DOVER (490g/61) left on the 1st, I'm assuming that she called at Brixham Breakwater to top up the bunkering facility. Other coastal callers for the month included Everard's tanker AMITY (967g/45) which was built at Sunderland by Laing as the Empire Tedessa for the Ministry of War Transport with Anglo-Saxon (Shell Group) acting as managers. After the War, she was sold to her managers and renamed Fossarina, becoming Everard's Amity in 1950. Her history was mainly uneventful, except that in 1946 some of her lascar crew deserted when she was in the Far East - subjecting her to delays while a court tried the deserters, and Capt. K. S. Garrett's book "Everard of Greenhithe" notes that she "carried the first cargo of bulk lard from Brussels to Liverpool". She was broken up at Great Yarmouth in 1966.

Metcalfe's new tanker JOHN M. (1,330g/63) also called at Brixham along with the Queenship Navigation's SANDRINGHAM QUEEN (1,308g/55) and RICHMOND QUEEN (1,326g/58); my records don't show if these two were for bunkers of callers at Berry Head for stone. The Queenship Navigation Ltd., was then part of the Coast Line Group, the Richmond Queen having been built by Cleland at Wallsend as the Somerset Coast. The Sandringham Queen was built at Goole. It interesting to conjecture that at this time the numbers of coastal ships operated by both Coast Lines and Everards would have totalled in excess of the 100 mark easily. The only foreign coaster that I noted leaving Tor Bay that month was the West German, Itzhoe registered JULIANKA (421g/51).

Amongst the ships calling at Teignmouth were the West German GISELA BARTELS (299g/62) and ELBSTROM (424g/56), the Dutch BRANDARIS (473g/55), EMMY-S (500g/57), and the TIDE (399/52). The Tide was registered

at the small Dutch village of Goes (near Hansweert) which led to her stern bearing the phrase "TIDE GOES". British callers with coal included Metcalf's MONICA M. (534g/36) and Wharton's BRENDONIA (489g/41) which was also built by Clelands at Wallsend as the Empire Head. During the War the Empire Head was damaged by enemy bombing of Hartlepool. In 1964 she was sold to Greek owners and renamed Ifigena, becoming the Syrian Hamzi in 1976. In 1983 she grounded in Turkey and was subsequently disposed of by the local port authority.

The MONICA M. was built at Goole as the Loanda for Evans of London who sold her to Metcalf's in 1953. She continued to trade for Metcalfs until 1971 when she was sold to Greeks and renamed her Panormitis, and then Agios Nicolaos in 1975. She sank off Haifa in 1977 on a voyage from Limassol to Hodeidah. I have a recollection that twice in the 1950s the Monica M. was involved in collisions in the Thames, one of which resulted in her sinking, although she was subsequently raised, repaired and put back into service. My Sister had a photograph of her alongside at Teignmouth's Coal Quay published in the Teignmouth Post on that occasion.

The only deep sea piloting movement I have for that month is P & O liner HIMALAYA (27,989g/49) which picked up a Channel pilot for Tilbury on the 1st. At that time those ships also picked up Immigration and the Company paymasters so that passengers and off-signing crew could be processed quicker on arrival. This would have been a regular voyage from Australia.

On the 4th, what is probably the biggest ship to take a cargo from Teignmouth anchored close offshore in Lyme Bay. The vessel concerned was the RFA tanker TIDEREACH (13,516g/55) and she called to collect two boats constructed for the Admiralty by Morgan Giles Ltd., then Teignmouth's major employer. Three 35 foot 'medium speed motor boats' had been ordered back in December 1960 to Admiralty order. In circa 1978 her size was eclipsed by a floating crane converted from a tanker (?) which landed a large computer and associated hardware via the local boat Restless.

This month was fairly active on the European casualty scene. On the 2nd., Everard's SECURITY (1490g/50) was at anchor in the River Elbe when she was 'run down' by the West German Carpathia (1342g/57). The Security was later raised and broken up in Hamburg.

Closer to home, on the 3rd, at Avonmouth the Rea owned steam tug KINGSGARTH (181g/38) was acting as bow tug to the Port Launceston (8,957g/57) when she was also run down and sunk with the loss of three of her five crew.

The 10th saw the West German coaster DIRK (295g/41) in collision with the USNS Blue Jacket (8,093g/43) off Bremen with the loss of six of her seven crew. The Blue Jacket was a standard C2-S-B1 refrigerated freighter used to run supplies for the US Army in Germany across the Atlantic. The Dirk had been a regular visitor to Teignmouth, often with timber, in the 50s and 60s and was notable for her icebreaker bow.

Also on the 10th, but this time in Australia's Jervis Bay, the Australian aircraft carrier HMAS Melbourne was conducting flying exercises with the destroyer Voyager acting as guard ship. During the manoeuvres a collision took place which resulted in the loss of the destroyer and 82 of her 314 crew. Subsequently two Royal Commissions were undertaken to investigate the collision which eventually found against the Voyager. In a similar collision in June 1969, the Melbourne collided with, and cut the US destroyer Frank E. Evans in half. The forward section sank with the loss of 74 persons, but the after section survived and was sunk as a target some months later. The Melbourne continued to serve until 1982 and was sold to the Chinese for dismantling in 1985. The breaking was delayed as part of a secret Chinese project to train pilots in aircraft carrier techniques.

Meanwhile on the 11th the Hull Gates coaster QUEENGATE (200g/59), a frequent visitor to Teignmouth with coal, ran aground off Tynemouth but was subsequently refloated successfully.

Later in the month on 14th, the Sunderland built Hall Lines freighter AMBASSADOR (7,308g/45) was hove to for engine repairs in the Atlantic with a cargo of 9,516 tons of wheat and corn, loaded in Philadelphia. The engines were restarted but by the 18th, the weather had deteriorated and a damaged gangway dislodged the tarpaulins and hatch covers on hatch 3. The ship was then rolling heavily with her port side under water and the engine failed again. She had lost her port lifeboats and her list prevented the starboard ones from being launched. With a flooded engine room, a distress call was transmitted. The call was picked up by the Italian line Leonardo da Vinci and others and the Dutch tug Elbe proceeded at speed to her position. When the Italian liner arrived, two life rafts were launched from the Ambassador, the first capsized alongside the Ambassador with the loss of four persons, another six regained the Ambassador, and the second with ten persons aboard cleared the ship, but was not seen again. The US Coastguard cutter Coos Bay took charge on the scene and subsequently rescued eleven crewmen, and the Norwegian freighter Fruen rescued a further nine. An attempt by a raft from the Coos Bay to board the Ambassador also ended in failure but the crew of that raft were recovered from the sea. On the 19th the Elbe arrived and five of her crew successfully boarded the casualty and secured a towline. The tug men made some temporary repairs to secure the open hatch and then returned to the Elbe. On the 20th they commenced the tow, but the following day the weather deteriorated to force 10 and the tow parted. Hatch 3 was again seen to be open, and the Ambassador, although more upright was much lower in the water. The Ambassador was presumed to have sunk that evening. Of her 35 crew, fifteen were lost.

On the 23rd the Liberian liberty ship BROTHER GEORGE (7,303g/42) ran aground in fog on the Brook Ledges, Isle of Wight on a voyage from Ellesmere Port to Rotterdam, light. On her previous voyage from Boca Grande to Ellesmere Port with a cargo of phosphates she had an eventful voyage, having run aground on 10th January at Tortugas, and off Key West on 12th January. She was refloated by the tugs Schelde, Witte Zee, Abeille 10, and Gatcombe. The Brother George was found to be extensively damaged and on arrival in Rotterdam was sold for breaking at Hendrik-Ido-Ambacht. However, during the refloating, the tug Witte Zee struck a rock and foundered as she was being towed towards the Solent, her crew of sixteen were rescued by the Yarmouth lifeboat.

Unfortunately March and April 1964 was when I took my 'O' levels and my records of sightings for those two months are non-existent, as was any form of life outside of revision, but then we've all been there. I hope to note a few coaster casualties and general information next month to compensate.

Many thanks to this month's contributors: Roger Musselwhite, Hugh Rodway and Tom Walker. Contributions for future issues, either short articles or news with a local maritime theme, are welcome. Please email them to David Walker.