

# 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: March 2014

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## Editorial

Without being accused of over confidence, I am certain that this third issue of the branch newsletter will be enjoyed by all members of the branch as it contains something for everyone. As well as continuing the theme of the last two issues of unusually large numbers of ships visiting our waters, we also have contributions on a range of subjects that are sure to be of interest. I would like to offer my thanks to everyone who is contributing material, and encourage others to do the same. I look forward to seeing what you contribute for the next issues!

## Branch Calendar

11/03/2014 Passing the Point (*Bernard McCall*)  
08/04/2014 When I was here Six Weeks Ago... (*Tom Walker*)  
13/04/2014 Terneuzen 2013 (*David Walker*)

## Branch Notes: February 2014

Adverse weather conditions prevented some members from attending our February meeting, so it was a small group that attended the first WSS “tape slide” show held at the branch for many years. David Walker read the well-researched script provided by the Vancouver branch, describing photographs of ships calling at Vancouver in the 1990s. We saw an interesting range of vessels, some of which no longer exist or belong to companies that have also disappeared. The excellent show gave members a good idea of the types of vessels to have used the port, and the local knowledge of some members of the audience who have visited the city added to the evening. The meeting was greatly enjoyed, and we will be making more use of this excellent WSS facility in the future.

## Shipping Movements: February 2014

### Teignmouth

**Eems Servant** (10/2620dwt, NLD) arrived 31/01/2014 from Lillebonne and sailed 01/02/2014 for Antwerp.  
**Holstentor** (89/3432dwt, ATG) arrived 01/02/2014 from St. Nazaire and sailed 02/02/2014 for Wandelaar PS.  
**Nortramp** (12/2600dwt, ATG) arrived 02/02/2014 from Ghent and sailed 06/02/2014 for Aveiro.  
**Rheinfels** (91/3700dwt, ATG) arrived 07/02/2014 from Bilbao and sailed 09/02/2014 for Abu Kir via Fowey.  
**Scanlark** (85/1520dwt, VCT) arrived 12/02/2014 from Wismar and sailed 13/02/2014 for Southampton.  
**Paper Moon** (90/2717dwt, ATG) arrived 13/02/2014 from Amsterdam and sailed 13/02/2014 for Rotterdam.  
**Poprad** (86/1750dwt, POL) arrived 17/02/2014 from Shoreham and sailed 18/02/2014 for Bendorf via Moerdijk.  
**Ferro** (91/3504dwt, BRB) arrived 17/02/2014 from Klaipeda and sailed 19/02/2014 for Dieppe.  
**Suoyarvi** (94/2300dwt, PAN) arrived 18/02/2014 from Shoreham and sailed 19/02/2014 for Casablanca.  
**Paper Moon** (90/2717dwt, ATG) arrived 18/02/2014 from Europoort and sailed 20/01/2014 for Rotterdam.  
**Werra** (01/4443dwt, ATG) arrived 19/02/2014 from St. Malo and sailed 20/01/2014 for Southampton.  
**Clarity** (89/1732dwt, VCT) arrived 20/02/2014 from Teesport and sailed 21/02/2014 for Moerdijk.  
**Eems Sun** (09/2600dwt, NLD) arrived 22/02/2014 from St. Malo and sailed 23/02/2014 for Hamburg.  
**Sea Charente** (96/2100dwt, NLD) arrived 23/02/2014 from Erith and sailed 24/12/2013 for Ghent.  
**Paper Moon** (90/2717dwt, ATG) arrived 26/02/2014 from Amsterdam and sailed 27/02/2014 for Brake.  
**Eems Delta** (92/1739dwt, NLD) arrived 27/02/2014 from Rye and sailed 28/02/2014 for Landskrona.

### Lyme Bay

**Sanko Mineral** (08/50757dwt, JPN) arrived 15/09/2013 from Redcar via Falmouth, awaiting orders.  
**Norfolk Express** (95/45240dwt, BMU) arrived 29/01/2014 from New Orleans and sailed 01/02/2014 for Southampton, awaiting a berth at Southampton.  
**Bonn Express** (89/45977dwt, DEU) arrived 28/01/2014 from Le Havre and sailed 02/02/2014 for Veracruz, sheltering & repairs.  
**Rickmers Chennai** (12/19359dwt, LBR) arrived 31/01/2014 from Southampton and sailed 02/02/2014 for Porto Maghera, sheltering.  
**Jork Rider** (06/9340dwt, ATG) arrived 31/01/2014 from Rotterdam and sailed 02/02/2014 for Lisbon, sheltering.  
**Britannica Hav** (85/2369dwt, MLT) arrived 31/01/2014 from Varberg and sailed 02/02/2014 for Pasajes, sheltering.  
**Arklow Venture** (99/4966dwt, NLD) arrived 01/02/2014 from Terneuzen and sailed 01/02/2014 for Belfast, sheltering.

**Ganges Star** (10/13019dwt, MLT) arrived 01/02/2014 from Goteborg and sailed 02/02/2014 for Las Palmas, sheltering.  
**Glovis Passion** (11/11196dwt, BHS) arrived 01/02/2014 from Antwerp and sailed 02/02/2014 for Cotonou, drift sheltering.  
**Galaxy Ace** (12/18878dwt, LBR) arrived 01/02/2014 and sailed 03/02/2014 for Bremerhaven, drift sheltering.  
**Divine Ace** (13/18134dwt, PAN) arrived 01/02/2014 and sailed 02/02/2014 for Brunswick, drift sheltering.  
**Voidomatis** (05/61352dwt, LBR) arrived 31/01/2014 from Antwerp and sailed 02/02/2014 for Houston, sheltering.  
**Emma Janneke** (06/6399dwt, GIB) arrived 02/02/2014 from Rotterdam and sailed 04/02/2014 for Izmir, sheltering.  
**Sea Phoenix** (92/8056dwt, LBR) arrived 02/02/2014 from Antwerp and sailed 02/02/2014, sheltering.  
**Emsdollart** (11/5233dwt, ATG) arrived 02/02/2014 and sailed 04/02/2014 for Lisbon, sheltering.  
**King Corn** (11/28219dwt, MHL) arrived 04/02/2014 from Dunkirk and sailed 05/02/2014 for Algeria, sheltering.  
**Taranto** (95/3009dwt, ATG) arrived 07/02/2014 from Ghent and sailed 09/02/2014 for Sharpness, sheltering.  
**Cape Town Star** (93/10629dwt, BHS) arrived 07/02/2014 from Kronstadt and sailed 09/02/2014 for Cristobal, sheltering.  
**Raba** (84/2657dwt, POL) arrived 07/02/2014 from Troon and sailed 09/02/2014 for St. Malo, sheltering.  
**Lord Wellington** (05/31921dwt, PAN) arrived 07/02/2014 from Staderfjord and sailed 09/02/2014 for Havanna, sheltering.  
**Cobaltwater** (06/5733dwt, NLD) arrived 07/02/2014 from Delfzijl and sailed 09/01/2014 for Aveiro, sheltering.  
**Umang** (84/39443dwt, LBR) arrived 07/02/2014 from Gdynia and sailed 09/02/2014 for Annaba, drift sheltering.  
**Peru** (98/4279dwt, ATG) arrived 08/02/2014 from Amsterdam and sailed 09/02/2014 for Ravenna, sheltering.  
**Daniel K** (02/4247dwt, NLD) arrived 10/02/2014 from Cherbourg and sailed 11/02/2014 for Genoa, sheltering.  
**Pleiades Spirit** (08/17424dwt, PAN) arrived 10/02/2014 and sailed 11/02/2014 for Davisville, drift sheltering.  
**Western Highway** (07/12980dwt, PAN) arrived 11/02/2014 and sailed 14/02/2014 for Port Said, drift sheltering.  
**Arctic Sky** (96/7239dwt, MLT) arrived 12/02/2014 from Pietarsaari, sheltering.  
**Countess Anna** (94/2684dwt, ATG) arrived 12/02/2014 from Portland and sailed 15/02/2014 for Gaeta, sheltering.  
**Valiant Energy** (84/1800dwt, MHL) arrived 12/02/2014 from Aalesund and sailed 13/02/2014 for Gibraltar via Fowey, sheltering.  
**Szafir** (92/9597dwt, CYP) arrived 12/02/2014 from Kronstadt and sailed 17/02/2014 for Takoradi, sheltering.  
**Houston Bridge** (12/96980dwt, PAN) arrived 13/02/2014 from Antwerp and sailed 15/02/2014 for Port Said, drift sheltering.  
**Oostvoorne** (96/2800dwt, ATG) arrived 13/02/2014 from Antwerp and sailed 15/02/2014 for Ayr, sheltering.  
**Anthia** (02/28740dwt, MLT) arrived 13/02/2014 from Muuga and sailed 15/02/2014 for Santos, sheltering.  
**Greenery Sea** (12/35000dwt, PAN) arrived 13/02/2014 from Antwerp and sailed 15/02/2014 for Cape Town, sheltering.  
**Varkan Ege** (08/3548dwt, TUR) arrived 14/02/2014 from Rotterdam and sailed 15/02/2014 for Tarragona, sheltering.  
**Lydian Trader** (08/5504dwt, IOM) arrived 14/02/2014 from Immingham and sailed 15/01/2014 for Bayonne, sheltering.  
**Venta** (95/24202dwt, LTU) arrived 15/02/2014 from Ventspils and sailed 16/02/2014 for New Orleans, sheltering.  
**Donau** (05/5752dwt, ATG) arrived 15/02/2014 from Rotterdam and sailed 15/02/2014 for Algeciras, sheltering.  
**Bonacieux** (10/3171dwt, GIB) arrived 15/02/2014 from Emden and sailed 16/02/2014 for Leixoes, sheltering.  
**Osprey** (89/53000dwt, NIS) arrived 17/02/2014 from Rotterdam and sailed 18/02/2014 for FOS, sheltering.  
**Sunlight Ace** (09/18855dwt, BHS) arrived 23/02/2014 from Zeebrugge and sailed 26/02/2014 for Bayonne, USA, drift sheltering.  
**Berge Arctic** (01/174285dwt, PAN) arrived 24/02/2014 from Ijmuiden and sailed 28/02/2014 for Port Cartier, engine repairs.  
**Baltic Meadow** (86/11044dwt, VCT) arrived 25/02/2014 from Kronstadt and sailed 25/02/2014 for Agadir, sheltering.  
**Grande Colonia** (07/12292dwt, ITA) arrived 24/02/2014 from Antwerp and sailed 26/02/2014 for Portbury, drift sheltering.  
**Taranto** (95/3009dwt, ATG) arrived 27/02/2014 from Rotterdam and sailed 28/02/2014 for Belfast, sheltering.  
**Romy Trader** (97/7900dwt, GIB) arrived 27/02/2014 from Baltiysk and sailed 28/02/2014 for Alexandria, sheltering.  
**Pernille** (09/3402dwt, CYP) arrived 27/02/2014 and sailed 28/02/2014 for New Ross, sheltering.  
**Toronto** (05/19628dwt, GBR) arrived 27/02/2014 from Southampton and sailed 28/02/2014 for Santander, sheltering.  
**Jork Rider** (06/9340dwt, ATG) arrived 27/02/2014 from Rotterdam and sailed 28/02/2014 for Lisbon, sheltering.  
**Karl Jakob K** (06/4264dwt, NLD) arrived 27/02/2014 from Poole and sailed 28/02/2014 for Castellon, sheltering.  
**YM Unanimity** (12/103235dwt, TWN) arrived 27/02/2014 from Antwerp and sailed 28/02/2014 for Port Said, sheltering.  
**Paul E** (05/6974dwt, GIB) arrived 27/02/2014 from Plymouth and sailed 28/02/2014 for Antwerp, sheltering.  
**Lone** (11/12501dwt, ATG) arrived 28/02/2014 from Cuxhaven, crew transfer.

## Tor Bay

**Patricia** (82/990dwt, GBR) arrived 31/01/2014 from Southampton and sailed 10/02/2014 for Bristol Channel.  
**Snowlark** (84/1555dwt, VCT) arrived 03/02/2014 from Antwerp and sailed 05/02/2014 for Glasgow.  
**Sea Harmony** (91/2900dwt, BRB) arrived 03/02/2014 from Amsterdam and sailed 06/02/2014 for Cork.  
**Blue Dragon** (07/3696dwt, ATG) arrived 03/02/2014 and sailed 05/02/2014 for Drogheda.  
**Kovera** (95/2300dwt, RUS) arrived 04/02/2014 from Sutton Bridge and sailed 09/02/2014 for El Ferrol.  
**Karina-G** (07/3813dwt, ATG) arrived 04/02/2014 from Immingham and sailed 05/02/2014 for Barrow.  
**Arklow Falcon** (10/4480dwt, IRL) arrived 05/02/2014 from Ipswich and sailed 06/02/2014 for Belfast.  
**Nortramp** (12/2600dwt, ATG) arrived 06/02/2014 from Teignmouth and sailed 09/02/2014 for Aveiro.  
**Nina Bres** (07/3740dwt, DIS) arrived 07/02/2014 from Karlstad and sailed 09/02/2014 for Casablanca.  
**Zeeland** (10/3245dwt, NLD) arrived 07/02/2014 from Terneuzen and sailed 09/02/2014 for Brest.  
**Arlau** (04/3701dwt, ATG) arrived 07/02/2014 from Newport and sailed 09/02/2014 for Bilbao.  
**Holstentor** (78/3432dwt, ATG) arrived 07/02/2014 from Zeebrugge and sailed 09/02/2014 for Drogheda.  
**Paivi** (08/3450dwt, CYP) arrived 08/02/2014 from Lovissa and sailed 09/02/2014 for Newport.  
**Marry S** (97/3471dwt, NLD) arrived 08/02/2014 from Rotterdam and sailed 10/02/2014 for Marin.  
**Douwe S** (11/3637dwt, NLD) arrived 08/02/2014 from Hamburg and sailed 09/02/2014 for New Ross.  
**Janet** (98/4570dwt, MLT) arrived 11/02/2014 from Hamburg and sailed 15/02/2014 for Cork.  
**Milady** (05/3817dwt, GIB) arrived 11/02/2014 from Rendsberg and sailed 15/02/2014 for La Coruna.  
**Sandal** (93/2300dwt, RUS) arrived 11/02/2014 from Margate Rds and sailed 11/02/2014 for Bayonne.  
**Eric Hammann** (91/1323dwt, DEU) arrived 11/02/2014 from Newport and sailed 13/02/2014 for Amsterdam.  
**Fehn Courage** (10/2610dwt, PMD) arrived 11/02/2014 from Emden and sailed 15/02/2014 for Galway.  
**Thorco Sapphire** (04/10037dwt, HKG) arrived 13/02/2014 from Swinoujscie and sailed 15/02/2014 for Alexandria.  
**Baltica Hav** (83/2305dwt, BHS) arrived 14/02/2014 from Antwerp and sailed 15/02/2014 for Birkenhead.  
**Rebecca Hammann** (95/2420dwt, DEU) arrived 14/02/2014 from Ipswich and sailed 15/02/2014 for Waterford.  
**Bounder** (86/3202dwt, ATG) arrived 14/02/2014 from Plymouth and sailed 15/02/2014 for Cowes.  
**Addi L** (95/4557dwt, ATG) arrived 14/02/2014 from Nab Anchorage and sailed 15/02/2014 for Drogheda.  
**Imina** (09/4836dwt, ATG) arrived 14/02/2014 from Terneuzen and sailed 15/02/2014 for Ceuta.  
**Nikar G** (00/3154dwt, ATG) arrived 14/02/2014 and sailed 15/02/2014.  
**Antje Wulff** (02/39216dwt, DEU) arrived 17/02/2014 from Tilbury and sailed 17/02/2014, awaiting orders.  
**Vyg** (92/2300dwt, PAN) arrived 24/02/2014 from Antwerp.

## Start Bay

**Clyde Fisher** (05/12984dwt, BHS) arrived 14/02/2014 from Plymouth and sailed 18/02/2014 for Plymouth.  
**Douwent** (87/1800dwt, LBR) arrived 17/02/2014 from Rotterdam and sailed 17/02/2014 for Sligo.  
**Adeline** (12/6374dwt, LUX) arrived 27/02/2014 from Rotterdam and sailed 28/02/2014 for Leixoes.  
**Torpo** (90/3504dwt, BHS) arrived 27/02/2014 from Antwerp and sailed 28/02/2014 for Bromborough.



*Recent renamings: Werra and Clarity at Teignmouth 20/04/2014. Werra was renamed in September 2013 having previously been Bojen's Korsika. She is now under Strahlmann management. Clarity was renamed from RMS Vindava in November, and is now managed by Balnautic Shipmanagement Ltd of Lithuania. Both vessels called at Teignmouth under their previous names. The final ship of the month, Eems Delta, was renamed at Rye immediately prior to departing for Teignmouth. She was previously Torrent and had been laid up at Rye for some time following the well-documented end of Independent Shipping; she is now part of the Exe Shipping fleet. (Photographs: David Walker)*

## 50 Years Ago – March 1964

Tom Walker & Ken Cload

As I mentioned last month, my records for March and April 1964 are somewhat poor. So I will mention a few coaster casualties from that month.

Firstly, the JAN BRONS, a Dutch registered coaster of 620 tons dwt, built in 1956 at Delfzijl, a frequent visitor to Par and Teignmouth in the 1960s was wrecked in Southern Ireland. She was on a voyage from Londonderry to Waterford when she went aground near Dunmore East on 11 March 1964, her crew were rescued by breeches buoy. A few days later she was salvaged and towed into Dublin. She was refurbished and renamed SUSAN under the Irish flag and continued to trade for Irish owners until sold in 1969 to Gray of Rochester and placed under the British flag. In 1970 she received a new engine, and in 1973 was sold to Liberian flag interests. In November 1973 while on a voyage from Ipswich to Gibraltar with general cargo she was beached at Sines having struck an underwater object - all her crew being rescued. By the end of 1973 storms had reduced her to a hulk.

March 1964 seems to have a bad storm around that date as on the East Coast an Indian freighter, the JALAMANJARI dragged her anchor and fetched up on Hartlepool beach. The 7,500 ton ship, only recently bought by the now defunct Scindia Shipping Corporation, was subsequently successfully refloated. Further down the coast at Walton on the Naze, the 675 ton Dutch coaster MERAK ran aground and her five crew were rescued. The MERAK regularly visited Teignmouth and Tor Bay, both before and after this incident. After many changes of owners, names, and flags she was last recorded in 2000 under the Bolivian flag. Sometime in the 1960s, I recall seeing a photograph of her in the Western Morning News entering St. Ives Harbour with a heavy list, I think to have her timber deck cargo re-stowed.

Also in trouble that week was the 526 ton Dutch coaster LENIE. She ran aground on the Caernarvonshire coast, but refloated a few hours later. She had several names before being broken up in Rainham in 1989. Members may recall her as she was a frequent visitor to the West Country. She retained her name of LENIE from her launching in 1962 until 1978 when she was became Carisbrooke's BRENDA C. until becoming the ISOLDA in 1982. In 1983 she received her final name of SEA HUSKY.

In Cornwall the 94 ton Ostend trawler VICTOIRE ROGER (O.265) went ashore at Gamper Cove on 24 March 1964. The crew of five were rescued by the Sennen Cove lifeboat which temporarily grounded in the process.

Ken Cload has provided some information on shipping movements he observed in March 1964. On a trip to Teignmouth on 29th March, the following vessels were in port: ADRIAN M (967g/57, Thomas J Metcalf); GEERTRUID MARGARETHA (499g/57, Terwogt & Lagers CV); BONAIRE (400g/51, Wijnne & Barends NV); DELFBORG (397g/61, Wagenborg's Scheepvaart); PIAL (309g/37, Kamp's S. en H. NV); ANDREAS BOYE (300g/62, Erik B Kromann); MUSSE PAN (300g/59, Fa Borge Nielsen & Co); LE GOELO (206g/39, Soc. Bretonne de Cabotage - Agence Maritime de l' Ouest); HMS WATCHFUL (123dis/53, Inshore Minesweeper on Fishery Protection Duty).

## Surveying in UK Waters: Part One

David Hawkins

On the 21-Jun-75 I joined a company called Gardline Shipping Limited of Lowestoft who were engaging in survey work, mainly for oil companies, but occasionally for Government Departments.

I lived in Northolt in west London at the time and was sent down to Plymouth on the Saturday afternoon to await the arrival of the vessel. I stayed in a rundown hotel near the Hoe and had to share a room with an AB (I was joining as Second Officer). Sunday was a beautiful day so after picking up the newspapers we went and sat on the Hoe. During the late morning I was watching a vessel come into Plymouth and said to the AB that I would like to work on a ship like that, he peered over his paper and said "I will in the morning" it was the "Charterer" arriving!

On the Monday morning I joined the "Charterer" (5351923/GBR/1955/477) in Plymouth to do my first stint in survey work. We were working for the Institute of Geophysical Studies in Edinburgh to find the chalk barrier in the south-western English Channel. We sailed on Wednesday morning to start the work. It was a flat calm day and I puked my guts up as I had been used to somewhat larger vessels, had I done the right thing to change companies?

As Second mate I was on the 12 to 4 watch and had no idea as to how to get the vessel to stop on a position as required. Fortunately the surveyor on watch with me was ex-RN and knew what to do, the Captain was in his cabin nursing a bottle of Irish whisky, he was from Northern Ireland! When the vessel was in position, a gravity corer was sent over the side to get a sample of the seabed. This was obtained by dropping a barrel, with a plastic tube insert, to retain the sample, this was then hauled back aboard and the plastic liner removed. Geologists then cut open the sample to see what was in it.

Our remit was to obtain 500 samples within 6 weeks, we got 726!! Each weekend we either came in to Plymouth on Saturday and sailed on Tuesday or came in Sunday and sailed on Wednesday, this was due to the scientists and geologists needing time off (civil servants!!) also we had to stock up on Mars bars for them.

That summer was a good summer for weather; only one week when the weather was a bit blowy and the Captain had his wife over from Belfast, so she saw more of Plymouth than she thought she was going to.

When this job was completed and we sailed from Plymouth to Barry in South Wales to work for the Natural Environmental Research Council (NERC). As Second Officer I had to plot the courses between the two ports, never having done this before it presented a bit of a challenge. I drew the courses on the charts and presented them to the Captain. His first question was "How far off the coast were the courses" when I told him 5 miles his reply was "We will never see it, do them again 2 miles off".

In Barry we loaded depth-charges to take to Stornoway to work with a NERC vessel Challenger. She was to lay the depth-charges and we were to tow a seismic cable at very slow speed. One Saturday morning we had set up all the equipment off Rockall and the Challenger was due to set off the charges when a call came over the radio from HMS Tiger, she was working with a nuclear sub and requested we did not set off the depth-charges, you could imagine the headlines "Survey vessel sinks nuclear sub in North Atlantic". The problem arose due to lack of communication between NERC and the Royal Navy, nothing unusual there, both thought that the others exercise had been cancelled. We worked

out of Stornoway for that job, only going into port twice. From there, we went to Lowestoft arriving 13-Aug-75 where I finished my first voyage on a survey ship.

## Quarry Photos

*David Eeles*

David Eeles has contributed these two photographs from his collection. The first shows Osborne Queen loading at Pomphlett, while the second is a rare photograph showing Christopher M loading at Berry Head.



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*Many thanks to this month's contributors: Ken Cload, David Eeles, David Hawkins, 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.*