

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: April 2014

Editorial

As I write this I am crossing the sea wall at Dawlish on a train; that, in addition to the substantially shorter list of shipping movements this month, should hopefully signal the end of our stormy winter! Absent this month is the regular “50 Years Ago” column – this will return next month, reporting a busy May 1963. This issue features three articles on greatly differing subjects, featuring the sequel to David Hawkins’ excellent description of his early career with Gardline, the first in a series of articles from Ken Cload on his childhood memories, and an update on the container industry. I hope that you will find these articles as interesting as I have while compiling the newsletter.

Branch Calendar

08/04/2014 When I was here Six Weeks Ago... (*Tom Walker*)
13/05/2014 Terneuzen 2013 (*David Walker*)
10/06/2014 Members evening

Branch Notes: March 2014

In March, David Eeles stepped down as branch treasurer after ten years in the role; he is succeeded by David Hawkins. For our March meeting, Bernard McCall returned with an updated version of his “Passing the Point” show. He began with a thorough look at the types of ships calling, from vehicle carriers to fruit juice tankers to the ever changing array of tugs assigned to the Severn ports. The second half of the show was a resume of shipping passing Battery Point in 2013. The talk was extremely well illustrated and researched, down to the number type of car being imported, and delivered in Bernard’s usual entertaining style. Many thanks Bernard, we look forward to seeing what passes the point next!

Shipping Movements: February 2014

Teignmouth

Paper Moon (90/2717dwt, ATG) arrived 05/03/2014 from Brake and sailed 05/03/2014 for Amsterdam.
Sea Shannon (98/2268dwt, NLD) arrived 08/03/2014 from Erith and sailed 10/03/2014 for Southampton.
Paper Moon (90/2717dwt, ATG) arrived 10/03/2014 from Amsterdam and sailed 11/03/2014 for Amsterdam.
Celtic Venture (90/3240dwt, GBR) arrived 15/03/2014 from Aveiro and sailed 16/03/2014 for Ridham.
Amadeus (03/2250dwt, NLD) arrived 14/03/2014 from Rotterdam and sailed 15/03/2014 for Erith.
Poprad (86/1750dwt, POL) arrived 15/03/2014 from Brugge and sailed 16/03/2014 for Rotterdam.
Beumaris (07/3800dwt, NLD) arrived 15/03/2014 from Great Yarmouth and sailed 17/03/2014 for Ravenna via Plymouth.
Sylve (90/3030dwt, CYP) arrived 15/03/2014 from Klaipeda and sailed 18/03/2014 for Dieppe.
Paper Moon (90/2717dwt, ATG) arrived 16/03/2014 from Amsterdam and sailed 17/03/2014 for Rotterdam.
Rebecca Hammann (95/2420dwt, DEU) arrived 16/03/2014 from Borth and sailed 18/03/2014 for Porthoustock.
Swift (89/1377dwt, GBR) arrived 18/03/2014 from Teesport and sailed 19/03/2014 for Poole.
Amadeus (03/2250dwt, NLD) arrived 21/03/2014 from Erith and sailed 21/03/2014 for Mistley.
Drawa (78/1870dwt, POL) arrived 24/03/2014 from Klaipeda and sailed 27/03/2014 for Rotterdam.
Amanda (81/1795dwt, DIS) arrived 25/03/2014 from Amsterdam and sailed 27/03/2014 for Elbeuf.
Munzur (08/3331dwt, PAN) arrived 27/03/2014 from St. Nazaire and sailed 28/03/2014 for Abu Kir via Fowey.
Poprad (86/1750dwt, POL) arrived 29/03/2014 from Plymouth and sailed 31/03/2014 for Bendorf via Moerdijk.
Peak Oslo (85/2376dwt, COK) arrived 29/03/2014 from Aveiro and sailed 30/03/2014 for Southampton.
Faustina (90/3015dwt, VCT) arrived 31/03/2014 from Klaipeda.

Lyme Bay

Sanko Mineral (08/50757dwt, JPN) arrived 15/09/2013 from Redcar via Falmouth, awaiting orders.
Lone (11/12501dwt, ATG) arrived 28/02/2014 from Cuxhaven and sailed 01/03/2014 for Sfax, sheltering.
Frauke (08/12007dwt, ATG) arrived 01/03/2014 from Le Havre and sailed 01/03/2014 for Leixoes, crew transfer.
Maria (04/9422dwt, ATG) arrived 01/03/2014 from Antwerp and sailed 04/03/2014 for Port Maghera, sheltering.
Narwa (09/6050dwt, ATG) arrived 01/03/2014 from dir Kiel and sailed 04/03/2014 for Jorf Lasar, sheltering.
Huanghai Advance (12/28154dwt, HKG) arrived 02/03/2014 from Antwerp and sailed 03/03/2014 for Gibraltar, sheltering.

UBC Montreal (09/7801dwt, NLD) arrived 02/03/2014 from Brake and sailed 03/03/2014 for Bejaia, sheltering.
Jag Pranav (05/51383dwt, IND) arrived 02/03/2014 from Boston and sailed 04/03/2014 for New York via Falmouth, awaiting orders.
Norwind (00/9861dwt, ATG) arrived 02/03/2014 from Kronstadt and sailed 04/03/2014 for Setubal, sheltering.
Fehn Sky (97/4211dwt, GIB) arrived 02/03/2014 from Antwerp and sailed 04/03/2014 for Corinth, sheltering.
Gulf Express (99/4500dwt, ATG) arrived 02/03/2014 and sailed 04/03/2014 for Casablanca, sheltering.
Paramar (99/4106dwt, CYP) arrived 02/03/2014 and sailed 04/03/2014 for Pasajes, sheltering.
Hathor (07/3850dwt, NLD) arrived 03/03/2014 from Ijmuiden and sailed 04/03/2014 for Marin, sheltering.
Stolt Vinland (92/31434dwt, LBR) arrived 03/03/2014 from Antwerp and sailed 04/03/2014 for Dakar, sheltering.
APL Dublin (12/131203dwt, SGP) arrived 17/03/2014 from Suez and sailed 19/03/2014 for Europoort, awaiting a berth at Europoort.
Cinnamon (03/26737dwt, CYP) arrived 25/03/2014 and sailed 26/03/2014 for Aviles, sheltering.

Tor Bay

Antje Wulff (02/39216dwt, DEU) arrived 17/02/2014 from Tilbury, awaiting orders.
Vyg (92/2300dwt, RUS) arrived 24/02/2014 from Antwerp and sailed 01/03/2014 for Bayonne, sheltering.
Galatea (07/1200dwt, GBR) arrived 01/03/2014 from Solent and sailed 03/03/2014 for St. Helen's Rds, buoy maintenance.
Koriangi (93/2300dwt, PAN) arrived 01/03/2014 from Terneuzen and sailed 04/03/2014 for Valencia, sheltering.
Gerda (89/1300dwt, LVT) arrived 02/03/2014 from Bremerhaven and sailed 04/03/2014 for Avonmouth, sheltering.
Apisara Naree (96/18596dwt, THA) arrived 03/03/2014 from Riga and sailed 05/03/2014 for Alexandria, sheltering.
MTS Viscount (77/318dwt, NLD) arrived 09/03/2014 from St Helier and sailed 21/03/2014 for St Helier.
Kelarvi (95/2300dwt, RUS) arrived 20/03/2014 from Poole and sailed 23/03/2014 for Baltic Sea, awaiting orders.
Pyalma (87/3997dwt, RUS) arrived 20/03/2014 from Antwerp and sailed 26/03/2014 for Ribadeo, sheltering.
Moana (09/4500dwt, NLD) arrived 23/03/2014 from Amsterdam and sailed 24/03/2014 for Marin, sheltering.
Kovera (95/2300dwt, RUS) arrived 23/03/2014 from Amsterdam and sailed 26/03/2014 for Lorient, sheltering.
AB Valencia (97/4211dwt, ATG) arrived 24/03/2014 from Antwerp and sailed 25/03/2014 for Skikda, sheltering.
Polen (86/120dwt, NLD) arrived 24/03/2014 from Rotterdam and sailed 26/03/2014 for Las Palmas, sheltering.
Marcel (93/3710dwt, BEL) arrived 25/03/2014 and sailed 26/03/2014 for Aviles, sheltering.

Surveying in UK Waters: Part Two

David Hawkins

On 08-May-84 I joined the Gardline Tracker, ex Tracker, Ryfylke IMO 5302738 Gbr 1953 431grt (my first vessel as Master in July 1980) in Plymouth to survey Lyme Bay, or at least half of it as another Gardline vessel was doing the other half, for the Admiralty.



It was a Tuesday afternoon; our remit was to survey the seabed in Lyme Bay to update the Admiralty charts. We used to sail every other Wednesday and return to Plymouth on a Tuesday, thus having 24 hours alongside for stores, water and fuel and some R&R. The Gardline Tracker was to survey the Eastern half of the Bay from Sidmouth to Portland Bill, down to a line from Portland Bill to Berry Head. Technology was rather primitive and we had to tow sonar 5 metres above the seabed along lines 125 metres apart, then where the depth was less than 40 metres we had to run echo-sounder lines in between these, all at a speed of 4 knots. Navigation was also primitive in that we used Decca Main Chain and at night time the system was a bit chaotic, one night whilst steering a perfectly straight line (we always did!!) a horse's head appeared on the plot of where we had been, this was due to, apparently, a bored observer at Decca twiddling control knobs!

There was a lot of fishing gear down that continually got caught up on our sonar tow line, the fishermen would not remove it as the MOD and Gardline would not pay to have them removed as was the case a few years previous when Western Geophysical paid through the nose to have them removed. When we caught a line of pots we would have to recover our gear and disentangle the pots, a few free lobsters and crabs were obtained this way. We would then relay the pots and continue on our way. This relaying of the pots caused some problems with the local fishermen as they were then not sure where their pots would be. This was cured by myself calling the same fisherman each morning to inform him of where we had picked up the pots and re-laid them; it was the vessel "Branscombe Pearl".

We had a very thick book of wrecks supplied by the Admiralty that contained a lot of information regarding the wrecks in Lyme Bay giving us information giving the approximate position, what the name and type of vessel it was and how it sunk. One of them was a target towing tug that was sunk by a NZ Navy vessel by mistake, leaving the target floating.

We also had to wire sweep any wreck with a depth of less than 40 metres over it at low water. The Royal Navy always used 2 vessels for this with a wire stretched between them, Gardline decided to do this with one vessel, us. Firstly we had to fix the position of the wreck by using sonar and echo-sounder. When we knew where it was we had to rig a piano-wire along the side of the vessel and lower it down so that when we slid over the wreck it would break the wire, and continue doing this, lowering 1/2 a metre less each time until we cleared the wreck. We had a bit of a problem doing this as the vessel was a single screw vessel with no bow-thrusters, so the wind and tide had to take us over it at a speed of less than 1/2 a knot, if the vessel was a large one we would have to do this over each high point. There was a wreck off Brixham that showed a depth of 15.3 metres (if I remember rightly) that we eventually cleared at 6.8 metres, this caused much panic as the Brixham pilots used to board and land pilots there from deep-drafted vessels. We informed the Admiralty at Taunton, and then Trinity House and the Navy swung into action. It turned out to be floating steel buoys on the wreck that a diving company from Christchurch had a licence to dive on; they nearly lost their licence over that!

The only other wreck of note was a 1st WW German submarine that had its periscope stuck up, we only found this out by a passing day-angling boat who also did summertime diving.

Childhood Memories Part 1: School Trips & Ships

Ken Clodd

I was brought up in the countryside at Hemyock close to the Devon & Somerset border (5 miles from Wellington) with no maritime connections. However one significant fact was my father drove a lorry for the milk factory and owned a car, an Austin 7 before the Morris 8 that I remember well. Not everyone owned a car back then, in fact only three in our row of ten factory houses, with top status going to the factory vehicle mechanic who had a Bull Nose Morris, what would that be worth now! At that time day trips to the seaside were to Seaton or Weston-Super-Mare.

My interest in shipping was aroused in July 1955 while attending a primary school camp at Wareham in Dorset, I would prefer to forget early morning runs and the threat of spud bashing for the last to finish, no doubt there were some fun times, but more importantly visits to places of interest including Poole Pottery, Bovington Tank Museum (I remember "Little Willie" well) and to Southampton Docks for a ship visit. The vessel being Royal Mail Lines ALCANTARA 22,607g/1927 registered in Belfast and built by Harland & Wolff for the East Coast of South America passenger service. She served as an armed merchant cruiser during World War 2 and was scrapped in Japan three years after my visit.

The seeds were sown and I noted down the presence of the QUEEN MARY and MAURETANIA, also the less well remembered name of NEW AUSTRALIA 20,256g/1931 which was managed by Shaw Savill & Albion on behalf of the Ministry of Transport and the Australian Government. Built by Vickers Armstrong's at Newcastle as Furness Withy's Monarch of Bermuda she was being refitted in Liverpool after W.W.2 when she caught fire and burnt to the water line. Partly rebuilt she sailed to Southampton for completion as a migrant carrier & troopship, without air-conditioning! In the early 1950's with the Korean war on she would carry some 1575 migrants to Fremantle, Melbourne & Sydney, via Dakar and Durban. Then embark Commonwealth troops (Aus. & N.Z.) as part of U.N. Forces and transport them to South Korea, before continuing back to England and the next trip. A few years later in 1957 the troops were taken to Singapore & Penang for the Malaysian conflict, and 1958 she was delivered to Hamburg for refitting as the Arkadia for Greek Line.

In August '55 the car took us on holiday to an elderly aunt at Woking in Surrey and from there we often had picnics on the banks of the Thames at Chertsey watching Salters Steamers passing between London and Oxford. Also a trip to Southsea & Portsmouth with the QUEEN ELIZABETH and AMERICA passing through the Solent along with many I.O.W. ferries. A boat trip around Portsmouth Harbour of course contained many naval vessels the most impressive being the pre-war Newcastle/Southampton class cruiser HMS GLASGOW which was scrapped at Blyth three years later, and several war built's including three Dido class cruisers, two Manxman class fast minelayers and two C class destroyers.

The above holiday was repeated again in August 1958 and this time the Solent movements were QUEEN MARY, UNITED STATES and STIRLING CASTLE. I am not sure if these sightings were purely chance or through prior knowledge, as I recall a certain Sunday newspaper used to contain a list of liner movements for the following week.

Sunday school trips around this time, including one to Teignmouth with MICHAEL M 691g/55 and SUZANNE FAROULT 244g/50 in port on 19 May '59, were by fairly modern bus, but while attending secondary school at Uffculme the five mile journey each way was on a pre-war utility wooden frame Bedford bus.

It was during this period the next major shipping event took place in June 1959 when on a school trip to see “the sights of London” staying at Chigwell (N.London) for a few days, we had a trip down the Thames from Westminster to Greenwich with its famous CUTTY SARK. While everyone else was taking in the scenery I was busy noting all the ships we passed, the largest and probably most infamous being the JAROSLAW DABROWSKI 3219g/50 of Polish Ocean Lines berthed at Mark Browns Wharf beside Tower Bridge, which had the reputation of being the mode of transport for Soviet expelled diplomats, spies and defectors entering & leaving the country. I was able to record 35 sea going vessels which shows how busy the Upper and Lower Pools of London were at that time, only to decline dramatically within a couple of years.

I believe it's worth including the following list of ship owners & their vessels seen. British vessels seen were:

| | |
|--------------------------|---|
| General Steam Navigation | HIRONDELLE, ALOUETTE and ROYAL DAFFODIL |
| Ellermans Wilson Line | ARIOSTO and ELECTRO |
| MacAndrews & Co. | VALDES |
| Coast Lines Group | HADRIAN COAST (Aberdeen Steam Nav.) SYLVIAN COAST (Tyne - Tees Shipping Co.) |
| Dundee, Perth & London | BROUGHTY |
| Great Yarmouth Shipping | LOWESTOFT TRADER |
| C.E.G.B. | W.J.H.WOOD, BRUNSWICK WHARF, BATTERSEA and the 1930 built HARRY RICHARDSON. |
| North Thames Gas Board | SAMUEL CLEGG |

Foreign vessels seen were:

| | |
|-------------------------------------|---------------------------|
| United Steamship (DFDS) | MAROCCO and BELLONA |
| Fred Olsen | BRUIN |
| Wm.H.Muller Batavier Line | BATAVIER V and NIJENBURGH |
| Armement L. Hermans | SANTIAGO |
| Mar de la Seine (Paris-London Line) | GATINAIS |

The remainder being Dutch and West German owned/ managed coasters.

That same summer I also have records of trips to Weymouth on 13 June seeing four British Rail vessels, the paddle steamer CONSUL 277g/1896 and three coasters including the Swedish STEFAN 498g/55 owned by Sten A.Olssen!, and to a couple of less well known shipping destinations; on the 19 July to Seaton where the Later Battle Class destroyer HMS DUNKIRK was anchored off on a courtesy visit, and on 18 August to Ilfracombe where surprisingly three small coastal craft were in port, the motor barge RENWICK of Bristol 115g/31 owned by Renwick Wilton & Dobson might have been expected, but was the CARITA of Chester 140g/1913 still owned by Coppack Bros. (?) and was the C.8 of London 182g/40 still owned by The Admiralty (?) and if so what was she doing at Ilfracombe.

An Update on the Container World

David Walker

With all the changes afoot in the container industry a brief update is in order. Probably the biggest impending change to the container world is the introduction of the P3 network. A collaboration between the three biggest container companies (Maersk, MSC and CMA CGM), this will see the three lines operating together on Asia-Europe, trans Atlantic and trans Pacific routes. Each loop will be serviced by ships of roughly equivalent size from all three companies. The closest affected port to us will be Southampton. Their existing CMA CGM loops, including French-Asia Line 1 (FAL1) which sees a weekly call of vessels of 13,000-16,000 TEU, are being withdrawn and replaced with two P3 loops. The first, AE2 (Maersk)/LION (MSC)/FAL2 (CMA CGM), will be operated with 16 11,500 TEU vessels. The second, AE6 (Maersk)/CONDOR (MSC)/FAL5 (CMA CGM), will be operated with 10 8,500 TEU vessels. The new network is subject to regulatory approval, and in recent weeks the American regulators have given their approval; at the time of writing, European and Chinese regulators have yet to rule.

In response to the announcement of the P3 network, the G6 alliance (NYK, Hapag Lloyd, OOCL, Hyundai, MOL and APL) announced that they were increasing their services on trans Atlantic routes, as well as between Asia and the West coast of America. At the time of writing, these routes are also awaiting approval from European and Chinese regulators but have received approval from the Americans. A potential merger between Hapag Lloyd and CSAV was approved by CSAV shareholders in March.

The other major alliance, CKYH (COSCO, K-Line, Yang Ming and Hanjin), has a new member; Evergreen was announced as the fifth partner in the alliance, now called “CKYHE”.

The influx of large newbuilds that has been seen in recent years is continuing. Six of the twenty 18,270 TEU Triple-E design on order for Maersk are now in service, and larger vessels are due in service next year (six for UASC and five for CSCL). The CSCL vessels (CSCL Globe, CSCL Pacific Ocean, CSCL Indian Ocean, CSCL Atlantic Ocean and CSCL Arctic Ocean) will enter service toward the end of the year, and are in the region of 19,000 TEU, making them the largest container vessels in the world. Making room for this extra capacity, significant numbers of container ships built in the late 1980s and early 1990s of 3-4,000 TEU are being sold for scrap. Notable recent examples are P&O's Jervis Bay class,

thirteen Hanjin vessels and the entire class of open-hatch Nedlloyd vessels (Nedlloyd Europa, Nedlloyd Asia, Nedlloyd Africa, Nedlloyd America, Nedlloyd Hong Kong and Nedlloyd Honshu).

All of these new large vessels require new port facilities, and all three of the main container ports in the UK are undergoing modifications to accommodate them. The most obvious change is the opening of the new London Gateway Terminal. On completion, the terminal will have three deep sea berths, with an option for three more; currently two are open, the first opening in November 2013 with a call by MOL Caledon (05/28,289gt, 4,931 TEU). Southampton's new berth, SCT5, built on the site of the former 201/2 berths, officially opened on 31st March with a call from CMA CGM Marco Polo (12/175,343gt, 16,020 TEU). Several other vessels used the berth in March prior to the official opening. Finally, Felixstowe has been given permission to extend Berths 8/9; the newest part of the terminal, the extension will allow two Triple-E vessels to berth at the same time.



New terminals: Felixstowe have permission to extend Berths 8/9, shown (left) with Triple-E vessel Majestic Maersk alongside in October 2013, while Southampton opened their new berth SCT5 at the end of March; Shanghai Express is shown alongside SCT5 (right) just prior to the official opening. (Photographs: David Walker)

Many thanks to this month's contributors: Ken Cload, 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.