

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: May 2014

Editorial

The past few weeks have been reasonably good for local ship spotting, with a combination of some interesting local callers (listed in this month's shipping movements) and generally favourable weather. A regular feature on the horizon departed Tor Bay as the *Antje Wulff* returned to service. Unfortunately, while making her approach to Rotterdam, she suffered engine failure and had to be escorted to her berth by some of the local tugs. I hope you enjoy the articles and information in this month's newsletter, and would like to take this opportunity to remind anyone who would like to contribute a short presentation at the June members evening (around 20-30 minutes) that they are more than welcome.

Branch Calendar

10/06/2014 Members Evening
08/07/2014 Baywatch & Barges, Beauty & Beasts (John Eaton)
12/08/2014 Video Night

Branch Notes: April 2014

In April Tom Walker presented a show on a trip to the Netherlands last summer. Following stops on the Ghent Canal and at Vlissingen, we saw photographs from an all-day harbour cruise which took in the port of Rotterdam in its entirety before moving on to North Holland. This part of the show, highlighting various areas of shipbuilding activity in the country, was particularly interesting being an area that we have seen little of as a branch in the past. The talk concluded with photographs of a stop in Antwerp and photographs from his return journey across the channel. Thanks to Tom for an excellent show, and to David Hornsby for his patience, and for unwittingly providing an excellent title.

Shipping Movements: April 2014

Teignmouth

Faustina (90/3015dwt, VCT) arrived 31/03/2014 from Klaipeda and sailed 01/04/2014 for Dunkirk.
Sandettie (04/2934dwt, NLD) arrived 02/04/2014 from Klaipeda and sailed 04/04/2014 for Rotterdam.
Baltic Skipper (97/3110dwt, GIB) arrived 02/04/2014 from Amsterdam and sailed 03/04/2014 for Figueira da Foz via Plymouth.
Rysum (91/2450dwt, ATG) arrived 02/04/2014 from St. Malo and sailed 04/04/2014 for Casablanca.
Mannin (72/-dwt, GBR) arrived 02/04/2014 and sailed 17/04/2014, dredging operations.
Amadeus Gold (10/2570dwt, NLD) arrived 03/04/2014 from St. Malo and sailed 05/04/2014 for Solvesborg.
Paper Moon (90/2717dwt, ATG) arrived 03/04/2014 from Rotterdam and sailed 05/04/2014 for Rotterdam.
Sea Kestrel (93/2225dwt, CYM) arrived 04/04/2014 from Port Talbot and sailed 08/04/2014 for Vlissingen.
Sea Charente (96/2100dwt, NLD) arrived 05/04/2014 from Lillebonne and sailed 06/04/2014 for Ghent.
Sea Shannon (98/2268dwt, NLD) arrived 06/04/2014 from Erith and sailed 08/04/2014 for Cherbourg.
Kovera (95/2300dwt, RUS) arrived 11/04/2014 from St. Malo and sailed 15/04/2014 for Terneuzen.
RMS Goole (05/2620dwt, ATG) arrived 12/04/2014 from Le Legue and sailed 14/04/2014 for Inkoo.
Baltiyskiy-201 (94/2803dwt, MLT) arrived 12/04/2014 from Newport and sailed 14/04/2014 for Loviisa.
Nathalie (85/1529dwt, ATG) arrived 13/04/2014 from Teesport and sailed 15/04/2014 for Newhaven.
Scanlark (85/1520dwt, VCT) arrived 15/04/2014 from St. Malo and sailed 16/04/2014 for Vyborg.
Balder (86/2800dwt, ATG) arrived 15/04/2014 from Klaipeda and sailed 17/04/2014 for Dunkirk.
Paper Moon (90/2717dwt, ATG) arrived 22/04/2014 from Rotterdam and sailed 23/04/2014 for Rotterdam.
Countess Anna (94/2684dwt, ATG) arrived 22/04/2014 from Dunkirk and sailed 24/04/2014 for Castellon via Plymouth.
Baltiyskiy-202 (94/2803dwt, MLT) arrived 23/04/2014 from Klaipeda via Southampton and sailed 24/04/2014 for Rotterdam.
Zita (97/4490dwt, ATG) arrived 27/04/2014 from Cardiff and sailed 28/04/2014 for Gaeta.
Nordstrand (91/3410dwt, GBR) arrived 28/04/2014 from St. Nazaire and sailed 29/04/2014 for Ashdod.

Lyme Bay

Sanko Mineral (08/50757dwt, JPN) arrived 15/09/2013 from Redcar via Falmouth, awaiting orders.

Gas Evoluzione (96/2980dwt, MHL) arrived 08/04/2014 from Port Jerome and sailed 11/04/2014 for Belfast, awaiting orders.

Cable Innovator (95/10557dwt, GBR) arrived 05/04/2014 from Portland and sailed 09/04/2014 for Portland, sea trials.

Karen Maersk (10/39708dwt, DIS) arrived 21/04/2014.

Ji Xiang Song (11/28000dwt, CHN) arrived 25/04/2014 and sailed 27/04/2014 for Suez, sheltering.

Neva-Leader 7 (13/7154dwt, RUS) arrived 26/04/2014 from St. Petersburg and sailed 27/04/2014 for Santander, sheltering.

Varkan Ege (08/3548dwt, TUR) arrived 26/04/2014 from Antwerp and sailed 27/04/2014 for Bilbao, sheltering.

Tor Bay

Antje Wulff (02/39216dwt, DEU) arrived 17/02/2014 from Tilbury and sailed 12/04/2014 for Rotterdam, awaiting orders.

River Trader (89/1399dwt, GBR) arrived 06/04/2014 from Amsterdam and sailed 07/04/2014 for Sharpness, sheltering.

Vyg (92/2300dwt, RUS) arrived 07/04/2014 from Antwerp and sailed 08/04/2014 for Foynes, sheltering.

Sormovo 1 (81/3100dwt, RUS) arrived 08/04/2014 and sailed 08/04/2014 for Londonderry, sheltering.

RMS Twisteden (02/2530dwt, ATG) arrived 26/04/2014 from Rotterdam and sailed 27/04/2014 for Pasajes, sheltering.

HBC Performer (03/111dwt, BLZ) arrived 26/04/2014 and sailed 27/04/2014 for Barrow, sheltering.



Recent visitors: two vessels to call at Teignmouth in April were the Amadeus Gold, ex Union Gold, photographed in port on 4th April waiting to load clay for Solvesborg, and Zita, seen sailing for Gaeta on the evening of 28th April. (Photographs: David Walker)

50 Years Ago – May 1964

Tom Walker

Teignmouth was fairly busy in May 1964 with about 40 ships arriving. Although this figure seems high by today's standards, few, if any, were larger than 1000 tons, and the smallest was the 265dwt GOEREE which arrived light from Exeter and loaded clay for Lidkoping. Also over the period of time, some of the smaller cargoes may now be more appropriate to the combination of larger road vehicles and RoRo ferry facilities.

Inwards cargoes handled included coal, both household from Goole, and power station supplies for Newton Abbot from Amble; feed wheat from Fecamp; potatoes from Belfast; hardboard from Rundvik, Sweden; timber from Blankaholm, Sweden (the ship had arrived at the end of April); and maize meal from Hamburg.

Outwards cargoes consisted mainly of ball clay, although a couple of scrap steel/iron cargoes went to Nantes and Rotterdam. The clay was destined for a wide range of European ports including: Abo, Finland; Amsterdam; Bremen; Delft; Gefle; Gravelines; Gustavsberg; Helsinki; La Spezia; Lubeck; Lidkoping; Ronne; Rotterdam; Solvesborg; Stavanger; and Terneuzen. Additionally one cargo went to Alexandria. Many of the arrivals had coasted locally from ports between Cowes and Truro including Bridport, Exmouth, and Exeter.

The ships which called were flagged in Denmark; Greece; the Netherlands; Sweden; United Kingdom; and West Germany.

One ship especially merits a mention, the Dutch coaster VIJGENDAM. She was built in 1957, and was 499 gross with a deadweight of 689. She was registered at Amsterdam and sailed from Teignmouth on 12 May 1964 with a cargo, reported in the media as 650 tons of china clay, but most likely ball clay. She was bound for Valencia via Ceuta for bunkers. On 17 May 1964, when off Tangiers, the VIJGENDAM was in collision with the 10,514 ton Greek freighter LEANDROS, built in 1963. The master, along with his wife and daughter, and eleven crew took to the lifeboats and were later picked up by the British coaster GRACECHURCH (942/52) operated by Anthony and Bainbridge. The VIJGENDAM sank seven miles NE of Tangiers. I wish to acknowledge the website <http://www.shipspotters.nl> where I gleaned additional information on this incident.

Callers at Brixham during May 1964 for deep sea pilots included the Glen Line's GLENORCHY (9324/41), and the two-funnelled American troopship, GEN. ALEXANDER M. PATCH (15969/44) both boarding pilots, the first for

London, and the second for Germany. US troopships were quite commonplace at that time as America still supported an army in Germany.

Also passing the Lyme Bay area we had P&O's ARCADIA (29664/54). From 1962 P&O had a marketing policy of steaming their cruise liners passed West Country holiday resorts after leaving Southampton to try to boost interest, on this occasion the ARCADIA was the first for the 1964 season to do this.

The naval tanker WAVE PRINCE (8447/46) was also in Lyme Bay in support of naval operations.

There was much local interest in the 1964 Tall Ships' Race which started at Plymouth in May. A lad from Shaldon, David Atkinson, and a pupil at my school, had been selected to be part of the crew of a yawl, the TAWAU for the stage from Plymouth to New York.

I went to Plymouth before the race to see the ships at anchor, but the only large sailing vessel in attendance was the Danish fully-rigged ship DANMARK (790/33) moored close to Drake's Island. The day was exceptionally wet, even by Plymouth standards, but there were a few ships around. An old wooden salvage vessel, the AIRMOOR 2 (178/43) was in Sutton Harbour. Ships at anchor in Plymouth Sound included the Bristol Steam Navigation's APOLLO (1266/54). At the Turnchapel cable ship base, the Admiralty's BULLFINCH (1512/40) was with her commercially operated sister CABLE RESTORER (1541/44), and the larger JOHN W. MACKAY (4076/22) which was later to appear in a James Bond film as a backdrop to a high speed boat chase. The Admiralty tanker EDDYFIRTH (2222/54) was alongside the naval fuel berth at Turnchapel.

In Millbay Docks, the tanker EDDYBEACH (2157/51) was in Willoughby's dry dock, with the Polish NOTEC (655/54) in the inner dock. Alongside Spillers Silo was Brostrom's Swedish flagged KUNGALAND (5086/51).

To get out of the rain, we decided to go on a boat trip up the Tamar. This provided much of interest including the Admiralty tugs ACCORD (642/58), ALSATIAN (152/61); BUSTLER (1103/42).

Across the river at Torpoint, various Reynolds tugs were moored including the CARBEILE (110/29).

Several tankers were laid up on the Cornish side of the river, most awaiting disposal: AIRSPRITE (970/43); BIRCHOL (1440/46); BISHOPDALE (8415/37 - originally laid down as part of a large group of BP Tankers, but taken over by the Admiralty while building); EDDYNESS (2172/54); SURF PATROL (7742/51); SURF PIONEER (7742/51 - both the Surfs were taken over on the stocks to provide urgently needed transports for the Korean War); and the WAVE LAIRD (8187/46).

On active duty in the Tamar were the tankers WAVE KNIGHT (8357/46) and WAVE PRINCE (8447/46), recently returned from Lyme Bay.

Other naval auxiliaries laid up towards Saltash included FORT CONSTANTINE (7230/44) and PRINCE SALVOR (1114/43).

There was a multitude of naval vessels laid up ranging from the aircraft carrier MAGNIFICENT downwards.

High water coincided with the end of the boat trip and the arrivals were the small French tanker CAP COS (485/50) which berthed between Cattedown Wharf and Victoria Wharves, and the BP tanker CLYDE PIONEER (8651/51) assisted by two Reynolds tugs. Bratt's Swedish flagged REINE ASTRID (2599/53) sailed from the Cattewater.

At the time I did not appreciate what an interesting day it had been, especially compared to a present day trip to Plymouth for a couple of ships at a time.

100 Years Ago - May 1914

During my research over the past month, I came across the following information relating to 100 years ago which may be of interest.

During May 1914, the warships ORION, LONDON, and AUDACIOUS were at anchor off Teignmouth. I'm not sure how long they were at anchor.

The ORION was a 25,780 ton dreadnought battleship commissioned in 1912, and at the time had the largest guns in the Royal Navy (13.5") and she sported ten of them. She saw action at Jutland and survived to be broken up at Upnor on the Medway in 1922.

The LONDON was a pre-dreadnought battleship of the 15,995 ton Bulwark class and was commissioned in 1902 but had recently been re-commissioned (February 1914) at Devonport having been in reserve since a collision badly damaged her in 1912. She had four 12" guns with 12 6" as secondary and saw active service at Gallipoli during World War One. She was scrapped in 1920.

The AUDACIOUS was another dreadnought completed in 1913, again with 13.5" guns. She was 23,780 tons, a unit of the King George V class and was similar in many respects to the earlier ORION.

During WWI the AUDACIOUS was mined and after valiant efforts at towing from various ships, including the White Star's OLYMPIC, she sank while trying to get back to Loch Swilly. Her loss was censored and she still appeared on official lists as being active, but many Americans aboard the OLYMPIC has witnessed the event at were not subject to the censorship once they had returned home.

It must have been an impressive sight to see three battleships together at anchor off Teignmouth. The date was around 15 May 1914.

Later in that month, a small Welsh steamer, the ENID, registered in Caernarvon, grounded on the Bench Rocks at Shaldon when leaving Teignmouth with a cargo of clay. She was towed off by the local tugs TEIGN and REGIA the following evening. This would have been around 29 May 1914. The Enid was mainly used in the North Wales slate trade. She was built in 1903 for the Dinorwic Slate Quarries Co. Ltd. by Ailsa Shipbuilding. She had a gross tonnage of 250 and was still in existence in the mid fifties, under the same name and owner, although listed as laid up.

The captain/owner of the REGIA lived near the bottom of Parson Street in Teignmouth at what was Regia House. The building still stands but is now flats.

I will not be listing 100 year events regularly, but thought the above may be of interest as it underlines navigational issues on the Teign have always been an issue.

Can you help with this please?

I am trying to track down when the two Counties Fort/Parks arrived for lay up on the River Dart and the dates they sailed. The ships concerned are the PINE HILL (7151/43) which I saw on 25 August 1965 up-river from Noss, and in 1964 (probably January) the MALDEN HILL (7168/43). The APPLIEDORE (5842/53) arrived in October 1962 but she had gone by August 1965. She caused a stir by arriving off Teignmouth on 08 October 1962 and sounding her horn to summon the pilot, who told her to go away as she was not off Dartmouth; she spent the night alongside Brixham Breakwater before making for the Dart the next day - Thank you.

Acknowledgements

Much of the information used in these notes is from my own contemporary notes, but in addition to any earlier acknowledgements I need to acknowledge the following sources of information:

Lloyd's List; Lloyd's Register of Shipping; Roy Fenton - information found on websites attributed to his "Cambrian Coasters"; Teignmouth Post and Gazette; Teignmouth Museum.

Childhood Memories, Part 2: Football Played a Part

Ken Cload

Referring back to my father, his work was 7 days on, 1 day off on rotation, so when this fell on a Sunday visits to the coast to placate my growing interest gradually became more often. Usually to Exmouth, sometimes Teignmouth, or to Watchet where vessels brought in cargoes of wood pulp and esparto grass for the local paper mill and for rail distribution to other mills in the Culm valley around Silverton. My early sightings were of KYLE OF LOCHALSH 1224g/52 (ex Beverleygate) owned by Kyle Shipping - Monroe Bros. of Liverpool, and RANE 1364g/1927 owned by Stockholms Red. Svea. (though I have a couple of early postcards showing J. Lauritzen vessels in port), also the locally owned ARRAN MONARCH 147g/46 ex VIC 57 of the Wansbrough Paper Co, which brought in supplies of coal from South Wales, but often only a Bristol based motor barge, or nothing !. At low tide the harbour dried out with ships sitting on soft mud, and at the harbour entrance rocky ledges were exposed for some way out due to the very extreme rise & fall of the tide in the Bristol Channel. On reflection, at the time I did not understand and take into account the full effects of spring & neap tides.

Things got a little more exciting when his day off fell on a Saturday, then his passion was football and the desire to see a match. This could be at Exeter, rarely Torquay, but increasingly more often, winter weather permitting, at Plymouth or Bristol where we also had a relative and sometimes stayed for a few days in the summer, and of course trips to either would include a visit to the harbour prior to the match (and yes I did see Stanley Matthews near the end of his playing career for Stoke at Plymouth).

Any trip to South Devon meant using the old Exeter bypass and the swing bridge at Countess Weir where you could be held up by the transit of of tankers like Rowbotham's TILLERMAN 220g/1931 or GUIDESMAN 233g/1938, Metcalf's FRANK M 240g/1929 or the Shell-Mex- National Benzol BEN JOHNSON 228g/1938, and latterly the purpose built ESSO JERSEY 300g/62.

Focusing on Plymouth now; over the years large numbers of naval and associated ships have been recorded in the Sound, at Millbay & Devonport, also laid up in the Tamar, far too many to relate here. Furthermore some of the ports commercial and cable activity has already been well covered by Tom. I will therefore recall just a few highlights from the many trips made to Plymouth, including those to see Argyle, in the early 60's :-

Starting with my first visit on 17 August 1960, where in Sutton Harbour I recorded the NORMAN QUEEN 1047g/44 of Queenship Nav.- Coast Lines Gp. and the ELJO 493g/49 managed by "Gruno", along with the Black Swan class Frigate HMS OPOSSUM at the shipbreaking yard of Demellweek & Redding. During a harbour cruise up the Tamar about twenty major warships and six R.F.A. tankers were noted, with the most interesting ships being the 1936 Yarrows, Glasgow built Net Layer / Ice Patrol Ship HMS PROTECTOR, and the 16,000g/1925 Hawthorn Leslie, Newcastle built Heavy Repair / Fleet Depot Ship RANPURA formerly a P.& O. passenger cargo liner and armed merchant cruiser during W.W.2. She was broken up in 1961.

On 27/1/62, the large Shell tanker DAVILA 8053g/1938 was at Cattedown along with the DELFZIJL 227g/1939, one of three Dutch coasters in port, the ATLANTIC 498g/55 being at Victoria Wharf, and the POLLENDAM 500g/60 in Millbay. Also there the M. Karageorgis controlled KALAMAI 4633g/1932.(ex Fernbrook, of Fearnley & Eger). James Fisher's POOL FISHER 1028g/59 was at Devonport.

On 31/3/62, the Brazilian FRANCISCO MATARAZZO 4904g/1947 built by Wm. Gray at Hartlepool was at Millbay, while in the Sound there were four vessels (some sheltering perhaps) being the ESSO HYTHE 856g/59, Wharton's TRYONIA 481g/49, the French BREVEDENT 500g/58 and the Roumanian vessel BEREZINA 3542g/1918 a World War 1 "C" Type Standard Ship, built by J. Blumer & Co.Ltd. of Sunderland as the War Highway. Incredibly seen again in August 1968 as the 50 year EFORIE still owned by Navrom, in the Surrey Commercial Docks, London.

On 25/7/62, the Royal Yacht BRITANNIA was in the Sound having conveyed the Queen to Plymouth who came ashore by Royal Barge to the Mayflower Steps for the opening of the civic centre. Also in the Sound the Grimaldi Siosa passenger ship ASCANIA 9536g/1926 which landed 90 1st class and 105 immigrants, and boarded 400 immigrants, from/to the West Indies. The transfers presumably carried out by the B.T.C./British Rail tenders SIR JOHN HAWKINS 930g/1929 and SIR RICHARD GRENVILLE 896g/1931 which remained in service ? for a couple more years (last recorded in March '62 and Feb. '64). The ASCANIA was built as the French CGTM liner Florida and sunk by the Germans in a French harbour early in W.W.2., After which she was refitted for passenger service to the Caribbean, but apparently had a permanent list of four degrees after something went wrong during refitting. Whilst the newish Anders Wilhelmsen tanker WILCHIEF 12,431g/61 was at Cattedown. She had just replaced a war built T-2 type.

On 23/3/63, J.& C. Harrison's HARPALYCUS 6680g/59 was seen at Millbay.

And on 6/8/63, Royal Mail Lines LOCH GARTH 6817g/47 seen in the Sound, having landed eight passengers and had a crew change while en route Vancouver to Antwerp.

At this point we should be turning our attention to Bristol, but I think it deserves an article in it's own right, so will make that part 3. Instead I will concentrate on other summer excursions in 1960.

on 18/6/60, to Weymouth for a cruise around Portland Harbour, with a selection of nine naval vessels including the Dutch A/S Destroyer UTRECHT, and four laid up BP tankers BRITISH UNITY 8416g/39, BRITISH MERIT 8101g/42, BRITISH TRADITION 8443g/42 and BRITISH PIPER 8238g/46.

on 22/6/60, this time a cruise around Portsmouth Harbour, with over 40 front line naval vessels on view including our last Battleship HMS VANGUARD completed in 1946 by John Brown at Clydebank. Also 4 aircraft carriers, among them the semi complete HMS LEVIATHON whose construction was suspended at the end of W.W.2, and 3 Cruisers, the pre-war HMS SHEFFIELD and the war built HMS KENYA and HMS MAURITIUS.

On 15/8/60, To Bideford with only fishing boats along the quay, but at Appledore the sailing vessels KATHLEEN & MAY (schooner) reg. Bideford 141g/1900 owned by Capt. Tom Jewell, and the IRENE (ketch) reg. Bridgwater 99g/1907 owned by Capt. Bill Schiller were still in limited commercial trade. The Shipbuilders P.K.Harris & Sons were fitting out the 250 ton trawler STAR OF DEVON for Walker Steam Trawl Fishing Co. of Aberdeen.

And finally on 25/8 60, at Brixham refuelling jetty the French BELLE NORMANDIE 1298g/50 presumably one of the Grand Banks trawlers referred to by Tom in his article "50 years ago - Sept '63". For me this first early visit to Brixham also started my interest in fishing vessels, with modest size boats from Dieppe and Ostende (too small to trace) alongside, furthermore it was the only time I saw the DAVID ALLEN and ELIJAH PERRETT both 112g/46 of Torbay Trawlers Ltd. - W.J.A. Mogridge, (though I did see their ROGER BUSHELL 117g/46 and WILLIAM ALLEN 123g/44 in August 1964), I believe around this time the only Company with trawlers of that size fishing from the port. I'm sure someone can enlighten me further.

Surveying in UK Waters, Part 3

David Hawkins

Early in February 2004 I rejoined the Ocean Seeker (Ex Granuaille II, Granuaille IMO 7012179 GBR 1970 1,943 GRT) in Lowestoft to take the vessel out of lay-up prior to going down to the English Channel to start work for MCA/MOD, to update the Admiralty charts south of Isle of Wight.

Whilst getting the vessel ready we had a change of orders, to go to Arzew and Skikda in Algeria to undertake some seabed sampling using a vibro-coring machine for the installation of a couple of single-point mooring buoys. This vibro-corer is a frame with a pod, inside are 2 linear motors and that is attached to a core tube and barrel liner. When we sailed, the top speed of the vessel had slowed down to 8 knots, the Chief Engineer was extremely upset by this and set about doing something about it. We stopped off in Gibraltar Bay to embark our survey crew and then sailed the 2 days to Arzew. We were there for a total of 18 hours, most of which was taken up by the local Coastguard inspecting the vessel to see if we were fit for purpose. From there we sailed for Skikda, another 2 day steam, but were only there for 12 hours. We had a 4 day steam back to Gibraltar Bay, only to get diverted to Algeciras. The vessels Superintendent was not happy about this as a previous vessel got a very thorough inspection by the local equivalent of the MCA, fortunately we arrived on a Sunday morning to debark the survey crew and were told, in no uncertain terms by Gardline, to get out of there soonest, we sailed Sunday lunchtime, they dont work on a Sunday! From there we sailed for Hull to go to dry dock, we had done the job in 28 days and the Company got paid \$500,000 for it.



We had another change of orders whilst in dry dock; we had to get ready for the Oceanographic Exhibition at the Excel Centre in London. That is quite exciting getting into the docks there, as the entrance is just by London City Airport. Before leaving the lock the vessel has to get permission from Air Traffic Control as the entrance is right across the runway. Once passed that we had to wait to make sure that there are no aircraft moving before we proceeded. To get

up the dock in time we had to go full speed, up to 12 knots now, pass through 2 swing bridges going full astern and then swing around to get port side alongside, our wash going over the dock side and into the gardens of the new houses built on the dockside. All great fun at 2300 on a Sunday!!

Once this exhibition was over we proceeded to the Dover Straits to work for Hanson Aggregates, to find more dredging areas for aggregate. This involved taking samples with a grab and lowering video cameras, very dramatic when surrounded by all sorts of vessels passing close by, and us facing the wrong way, approved by the MCA of course! We did this for about 4 days before proceeding to Portland to start the MCA/MOD job.

The survey was basically the same as before, but in more crowded waters. As it was a World Cup year we had to make sure that when England matches were on, we had to be at the Northern edge of the site. We didnt have satellite TV at the time so had to keep on swinging the antenna around, although the TV in my cabin was hitched up to a set of 2 coat hangers, up the mast, and didnt have that problem. We tried to do the same for the main TVs but nothing worked. The port calls were in Portland for the MCA/MOD job and had been cut down to 12 hours now, from 24. The Company had tried to get the calls down to 6 hours, but this was rejected by all the Masters on the vessels as not workable.

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.