

World Ship Society – Torbay & East Devon Branch

Contact: mail@david-walker.org, 07765 203263

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



Branch Newsletter: September 2014

Editorial

The peak summer months have seen a variety of vessels using Tor Bay for underwater inspections. Probably the most interesting was the return of our local open hatch general cargo vessel, *Sanko Mineral*. She arrived having been renamed *Star Minerva* at Falmouth before departing to Bremen to load a part cargo. She returned a few days later to complete her survey before proceeding with her voyage. I hope this issue is of interest – I have articles for the next two or three issues, but new maritime material is always welcome.

Branch Calendar

- 14/10/2014 More from the Hoek (*Ken Cload*)
- 11/11/2014 Update 2014 (*Roger Musselwhite*)
- 09/12/2014 O Canada (*David Walker*)

Branch Notes: August 2014

For our August meeting David Eeles returned with a selection of photographs and videos taken on recent continental trips. We began in Hamburg and saw vessels taken on a harbour cruise before relocating to the Kiel Canal. The next part of the evening was at Rotterdam, where we saw an excellent selection of vessels. We finished with a selection of historic and preserved vessels that attended a festival in Maassluis earlier in the year. We had to finish before we had seen all of David's material, so we look forward to continuing the evening on his next appearance. Many thanks for an excellent evening.

Shipping Movements: August 2014

Teignmouth

- Christine Y** (86/1281dwt, BRB) arrived 31/07/2014 from St. Malo and sailed 02/08/2014 for St. Malo.
- Aristote** (83/1821dwt, BHS) arrived 07/08/2014 from Barking and sailed 08/08/2014 for Rotterdam.
- Kastor** (07/3671dwt, ATG) arrived 08/08/2014 from St. Nazaire and sailed 09/08/2014 for Alexandria via Fowey.
- Beaumare** (08/3850dwt, NLD) arrived 11/08/2014 from Rotterdam and sailed 12/08/2014 for Ravenna.
- Edzard Cirksena** (08/3630dwt, ATG) arrived 14/08/2014 from Cork and sailed 15/08/2014 for Figueira da Foz.
- Sea Ruby** (92/2225dwt, CYM) arrived 14/08/2014 from Ghent and sailed 15/08/2014 for Poole.
- Aller** (05/2910dwt, ATG) arrived 15/08/2014 from Rotterdam and sailed 16/08/2014 for Newport.
- PS Sea** (98/3193dwt, BHS) arrived 24/08/2014 from Swinoujscie and sailed 27/08/2014 for Rotterdam.
- Icelandica Hav** (82/2325dwt, BHS) arrived 27/08/2014 from Cowes and sailed 28/08/2014 for Gdansk.
- Hanoi** (11/2625dwt, GIB) arrived 29/08/2014 from Amsterdam and sailed 30/08/2014 for Plymouth.
- Roger** (84/2183dwt, MDO) arrived 29/08/2014 from Bilbao.

Lyme Bay

- Asian Dream** (09/7433dwt, LBR) arrived 09/08/2014 from St. Petersburg and sailed 11/08/2014 for Valletta, sheltering.
- Furenas** (98/12924dwt, FRO) arrived 10/08/2014 from Plymouth and sailed 11/08/2014 for Rotterdam.
- Wariya Naree** (11/53840dwt, THA) arrived 24/08/2014 from Klaipeda and sailed 25/08/2014 for Paranagua, boarding radar technician.
- Breiz Klipper** (91/5900dwt, CUW) arrived 28/08/2014 from Tema and sailed 29/08/2014 for Ijmuiden, awaiting a crew member.

Clipper Posh (13/55047dwt, NIS) arrived 31/08/2014 from Dordoyol.

Explorer (58/-dwt, FIS) arrived 31/08/2014 from Cherbourg.

Tor Bay

Bro Distributor (06/14907dwt, DIS) arrived 08/08/2014 from Plymouth and sailed 11/08/2014 for Pembroke, underwater inspection.

Corona J (02/16794dwt, ATG) arrived 12/08/2014 from Le Havre and sailed 13/08/2014 for Casablanca, underwater inspection.

Star Minerva (08/50757dwt, MHL) arrived 12/08/2014 from Falmouth and sailed 15/08/2014 for Bremen, underwater inspection.

Princimar Loyalty (06/149996dwt, LBR) arrived 15/08/2014 from Sines and sailed 16/08/2014 for Rotterdam, underwater inspection.

Baltiyskiy-202 (94/2808dwt, MLT) arrived 17/08/2014 from Estonia and sailed 18/08/2014 for El Ferrol.

Conmar Elbe (01/7992dwt, CYP) arrived 20/08/2014 from Rotterdam and sailed 22/08/2014 for Setubal, underwater inspection.

Star Minerva (08/50757dwt, MHL) arrived 25/08/2014 from Bremen and sailed 25/08/2014 for USA, underwater inspection.

Delphin (75/2697dwt, BHS) arrived 31/08/2014 from Milford Haven and sailed 31/08/2014 for Bremerhaven, underwater inspection.

Dartmouth

Europa (99/3252dwt, BHS) arrived 07/08/2014 from Hamburg and sailed 07/08/2014 for Falmouth.

Seawolf (57/-dwt, MHL) arrived 14/08/2014 from Mevagissey and sailed 14/08/2014 for Geurnsey.

Azamara Journey (00/2700dwt, MLT) arrived 18/08/2014 from Isles of Scilly and sailed 18/08/2014 for Geurnsey.

HMS Brocklesby (82/-dwt, GBR) arrived 28/08/2014 and sailed 31/08/2014, regatta guard ship.



Two visitors to Teignmouth in August were Roger, seen alongside on 30/08/2014 and Hanoi, shown sailing on the same day (David Walker).



Corona J (left) and the newly-renamed Star Minerva, ex Sanko Mineral (right) in Tor Bay for underwater surveys on 12/08/2014. (David Walker).

50 Years Ago – September 1964

Tom Walker

Arrivals at Teignmouth in September 1964 were in the 40s, similar to the previous couple of months, with the only export cargo being clay. Coal for the Newton Abbot Power Station from Amble in Northumberland arrived in the regular Metcalf vessels (ELLEN M. (534/36) - called twice, MOIRA M. (678/37), MONICA M. (534/36), PAUL M. (478/38), and THOMAS M. (592/36), and household coal from Goole on the ANTILOPE (199/39/NLD), and Wharton's BURTONIA (498/58). The only other inward cargo was slates from Kapelle on the PORT TALBOT (250/39/NLD). Again the Spanish MIRENCHU and the Dutch ALETTA JOHANNA were the largest of the clay traders at 930 tons dwt. The light vessels arriving came from near Continental ports and a number from local ports: Poole, Bridport, Topsham, Totnes, Plymouth, Par, Charlestown, Appledore, Avonmouth, and Bristol. The majority of the coal boats sailed for Porthoustock to load stone cargoes. Clay cargoes were destined for Denmark, Finland, France, Israel, Italy, the Netherlands, Sweden, and West Germany - with the usual 'monthly' cargo going to Irvine.

Notable callers off Tor Bay for Brixham pilot services included the Glen Line's GLENGARRY (9,144/40) for a Channel pilot for London. The GLENGARRY was ordered by the Glen Line before the war but completed as the Meersberg for the German Navy during the Second World War, and after a period as the Hansa, was delivered to her British owners after post war refurbishment. The old Dutch liner Oranje landed personnel at Brixham under her new name ANGELINA LAURO (20,565/39/ITA) on her delivery voyage to her new Italian owners, but had not yet been converted so still was in her original condition.

My records again took a hit this month as I started my GCE 'O' levels course at the South Devon Technical College, the situated in the Torre area of Torquay. This was a two year course compressed into one year, and so it was very intensive. The advantage was a paid fare to Torquay from Teignmouth in the term time. From memory, September saw the last of the years visits of the CONDOR I at Torquay at the end of her Channel Islands runs for 1964. Coasters anchored in the bay awaiting a berth at Berry Head Quarry, although the only one I noted was Stewart's YEW MOUNT (1031/56).

Later in the month, the Shell tanker HINEA (12,211/56) anchored off Straight Point, arriving from Eastham, bound for Puerto Miranda, Venezuela. It transpired that she was awaiting a NATO exercise, part of which was a convoy exercise in the North Atlantic, and according to Brixham Coastguards, she was one of several vessels anchored in South West Bays awaiting the exercises, they only mentioned the PAULA DAN which had arrived in Tor Bay from Bristol.

After College had finished for the day, I used to head down Belgrave Road to Torquay Seafront before catching the bus home (we went down by train to Torre in the mornings but returned by bus in the evenings). On one evening during the build up to the NATO exercise, I was surprised to find a large number of Naval and ancillary ships anchored in Tor Bay. I'm told there were about 40 in all, but I didn't have a telescope so did not make any positive identifications. If any member has any further information on this 'event' I would be interested. I recall all ships had gone by the following morning, and of course my then Coastguard contacts were reluctant to give any details.

On the wider scene, the only launching of note that I can find for September 1964 was that of the Leander class frigate SIRIUS on the 22nd., at Portsmouth. There were no known losses in European waters to my knowledge.

A day trip to Southampton – September 1964

This month also marked my first ever visit to Southampton. The local Greenslade Tours office on the corner of Wellington Street in Teignmouth advertised a coach trip to Southampton which would include a visit to the Ocean Terminal and a tour of the QUEEN ELIZABETH between her North Atlantic voyages. Two of us booked for the trip, but unfortunately it was cancelled because of lack of interest so I enquired at the Railway Station as to the cost of a day trip to Southampton. The booking clerk advised that one was not available as it was not possible to get there and back in a day.

We persevered and eventually bought three tickets to complete the trip and changed at Exeter St. David's (where we had to get to Central by foot as the two stations had no linking service available), and Salisbury.

On arrival at Southampton, our pass covered entry to the Ocean Terminal, a most palatial building which featured many shops, including a W. H. Smith's where I was able to purchase Bert's latest 'Ocean Ships'. From the viewing platform we could view the QUEEN ELIZABETH (83,673/40) nearly at boat deck level. The then the largest ship in the world, was alongside in the Ocean Dock being bunkered by the ESSO HYTHE (856/59) in readiness for her next trip to New York. I recall she used to arrive on alternate Tuesdays and sail on the following Thursdays, with the QUEEN MARY covering the following week's schedule. Also in the Ocean Dock was Cunard's recently converted Saxonia, now the CARMANIA (21,367/54). Other liners present included Union Castle's CAPETOWN CASTLE (27,002/38), and PEN-DENNIS CASTLE (28,582/58), both in the New Docks (berths 101-110), and the UNITED STATES (50,924/52/USA) which I just missed passing out viewing point as she was swinging up in the River Test also to berth alongside the New Docks. Also alongside the New Docks, was the Yugoslavian Liberty ship KORNAT (7,176/43).

A couple of other interesting freighters were alongside, both American, the JOHN B. WATERMAN (6,165/46 - Waterman Shipping) and the C4 type WOLVERINE STATE (10,747/45) both in the New Docks, along with the fruit ship RANADA (3,401/40), and smaller cargo ships ANTARES (1,492/37/PAN) and United Steamship's SAMOS (1,846/48/DNK). The 'British Railway' ship MOOSE (795/59) was loading for the Channel Islands.

The tugs then operating at Southampton were either owned by Alexandra Towing or Red Funnel and included: CANADA (237/51), CANUTE (271/23), CLAUSENTUM (268/26), DUNNOSE (241/58), FLYING BREEZE (460/38), FLYING KESTREL (244/43), FORMBY (237/51), GATCOMBE (513/60), GLADSTONE (237/51), HAMTUN (318/53), and ROMSEY (173/64). The number of tugs then based at Southampton reflected the number of tugs required by the Queens at that time (I believe eight at a time).

Ferries and day trip vessels included: BALMORAL (688/49), BRADING (837/48), CARISBROOKE CASTLE (672/59), OSBORNE CASTLE (736/62), and VECTA (630/38).

The British Transport Commission, operated the barges CROP (133/50), MOUNT (118/38), MURIUS (125/62), and WILCLAIR (124/35) from Town Quay to the Isle of Wight under their subsidiary British Road Services. Also alongside Town Quay was the West German coaster ALNOR (999/34) and the REPETO (497/53/NLD).

After leaving the Docks, we went to the Royal Pier where we caught the ferry to Hythe. On the way we passed several ships at anchor including the small Rowbotham's tanker WHEELSMAN (287/36) and the Dutch coasters MERWEBORG 500/59) and OCEAAN (498/55) with General Steam's ORIOLE (430/63) berthed at Dock Head. From Hythe we caught the bus to Fawley, where the conductor kindly told us where to get off. We walked down a lane to where we could view the Esso Refinery. Alongside on the outer berths at Fawley were the brand new ESSO PHILIPPINES (34063/64/PAN), on what is now known as Esso 5 berth, with the Norwegian tankers DAVANGER (11827/54) and POLARPRINS (12453/55) astern of her. On the 'inside' berths were the bitumen tanker ESSO PRESTON (1965/56) and ESSO LYNDHURST (856/58). While at Fawley the car ferry VIKING I (3608/64) passed down Southampton Water on what must have been one of the earliest Thoresen Car Ferry runs to France.

We journeyed back to Hythe where we glimpsed the Esso fuel barge INVERITCHEN (708/20), the salvage vessel TWYFORD (1104/52) and the buoy tender S. H. B. SEAHORSE (156/58) which was to see service until well into the 1990s.

We arrived back at Teignmouth at about midnight having left about 06:20 in the morning, and the fare was about 25/-.

Seawolf Visits Dartmouth



We finish this month with a photograph of the 1957-build luxury yacht *Seawolf*. Built as the *Clyde*, she traded as a tug until 2002 when she was converted to her current form. She is currently owned by Fraser Yachts Florida Inc, and is the sister of the preserved tug *Elbe*, based in Maassluis. (Photograph: Roger Musselwhite)