

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: October 2014

Editorial

This month's issue is relatively short, and arriving with the September issue. Apologies for this, normal service will be resumed next month. Of local interest is that the *Haven Seariser 4* is now in position on the sea wall, and repair work has commenced. Hopefully it will not be too hampered by any inclement weather this winter.

Branch Calendar

- 11/11/2014 Update 2014 (*Roger Musselwhite*)
- 09/12/2014 O Canada (*David Walker*)
- 13/01/2015 My Last Fifteen Months at Sea (*David Hawkins*)

Branch Notes: September 2014

Unfortunately our speaker for September was unable to attend due to ill health, but luckily three of our members were able to supply shows. David Worth began the evening with a selection of his new historic postcards. This was followed by a selection of photographs taken by David Hawkins in the 1960s and 1970s while at sea. The final section of the evening was filled by David Walker who showed an assortment of photos from his earlier days of ship spotting. A very enjoyable evening, many thanks to our members for providing such an interesting range of images at such short notice.

Shipping Movements: September 2014

Teignmouth

- Roger** (84/2183dwt, MDO) arrived 29/08/2014 from Bilbao and sailed 01/09/2014 for Aveiro.
- MTS Indus** (64/108dwt, UKN) arrived 06/09/2014 from Brixham and sailed 06/09/2014 for Brixham.
- Flinterbay** (04/3483dwt, NLD) arrived 06/09/2014 from Les Sables d'Olonne and sailed 08/09/2014 for Loviisa.
- Fokko Ukena** (07/3627dwt, MLT) arrived 10/09/2014 from Rouen and sailed 11/09/2014 for Gaeta.
- Bounder** (86/3202dwt, ATG) arrived 10/09/2014 from Lillebonne and sailed 11/09/2014 for Rotterdam.
- Falcon** (91/2225dwt, GBR) arrived 12/09/2014 from Rotterdam and sailed 13/09/2014 for Fowey.
- RMS Wedau** (85/2312dwt, ATG) arrived 20/09/2014 from Foynes and sailed 22/09/2014 for Le Treport.
- Swift** (89/1377dwt, GBR) arrived 21/09/2014 from Teesport and sailed 22/09/2014 for Shoreham.
- Celine** (05/2500dwt, CUW) arrived 23/09/2014 from Antwerp and sailed 24/09/2014 for Casablanca.
- Frisium** (92/2355dwt, NLD) arrived 24/09/2014 from Amsterdam and sailed 25/09/2014 for Rotterdam.
- Falcon** (91/2225dwt, GBR) arrived 25/09/2014 from Ipswich and sailed 25/09/2014 for Plymouth.
- Taranto** (95/3009dwt, ATG) arrived 26/09/2014 from Antwerp and sailed 27/09/2014 for King's Lynn.
- Fast Wil** (85/2285dwt, VUT) arrived 27/09/2014 from Erith and sailed 27/01/2014 for Antwerp.

Lyme Bay

- Clipper Posh** (13/55047dwt, NIS) arrived 31/08/2014 from Dordrecht and sailed 09/09/2014 for Karsto, awaiting orders.
- Explorer** (58/-dwt, FIS) arrived 31/08/2014 from Cherbourg and sailed 02/09/2014 for Cherbourg, geophysical survey.
- HNLMS Makkum** (00/-dwt, NLD) arrived 08/09/2014 and sailed 10/09/2014.
- BNS Narcis** (90/-dwt, BEL) arrived 08/09/2014 and sailed 10/09/2014.
- Amazon** (01/74910dwt, GRC) arrived 11/09/2014 from Amsterdam and sailed 18/09/2014 for Klaipeda, awaiting orders.
- Crown Jade** (97/10342dwt, MHL) arrived 12/09/2014 from Tuzla via Gibraltar and sailed 14/09/2014 for Antwerp, awaiting orders.

Morning Conductor (08/21091dwt, PAN) arrived 18/09/2014 from Far East and sailed 20/09/2014 for Bremerhaven, awaiting a berth at Bremerhaven.

Tor Bay

Hanseatic (91/1177dwt, BHS) arrived 16/09/2014 from Hamburg and sailed 16/09/2014 for Scilly Isles.



Flinterbay (left) and RMS Wedau (right) both called at Teignmouth during September (David Walker).

50 Years Ago – October 1964

Tom Walker

Arrivals at Teignmouth in October 1964 increased from the previous months to about 50. Inward cargoes included coal (seven - slack for Newton Abbot Power Station, and two of household), fertilizers (two), hardboard (a cargo for Devon Trading), and timber (two cargoes, also for Devon Trading). The Power Station coal came in the usual Metcalf regulars and the household in somewhat smaller Dutch and West German vessels, both from Goole. 'Local' arrivals included vessels from Portsmouth, Southampton, Cowes, Poole, Exmouth, Plymouth, Totnes, and Truro.

Outward cargoes were clay (thirty-two) and one of scrap iron/steel for Rotterdam aboard the 220 dwt Dutch vessel SONT (200/34), which had arrived from Truro. Clay was exported to Belgium, Denmark, Finland, France, Greece, Italy, the Netherlands, Norway, Spain, Sweden, and West Germany. As in previous months, ships in excess of 1,000 tons dwt were rare, the only exception being the Dutch vessel HELENA (500/59) of 1050 tons dwt.

Since the early fifties, the Amsterdam ship-managers Terwogt and Lagers had figured prominently in the shipping of clay from Teignmouth to Northern Italy and 1964 saw three of their vessels, all Dutch flagged and registered at Amsterdam, call at Teignmouth on a regular basis. The sister ships ALETTA JOHANNA (500/57) and RUDOLF-J (500/58) were both built by N. V. Bodewes Scheeps in Martenshoek and the GEERTRUID MARGARETHA (499/57) a product of the Zaanlandse Scheps. Maats. yard at Zaandam. All were just over 900 tons dwt and were regular callers at Teignmouth until the mid-sixties, The Company employed their ARAK (500/51) and VIOLETTE ERICA (499/52) on the trade in the fifties, but we did have a visit from each of their larger ships, the REMBRANDT (997/59) and ARGONAUT (996/58) both with a deadweight of 1,400. Mention of the ARAK, brings to mind that the same yard at Zaandam also built a sister ship for Finnish interests, the CIENA (510/53). In 1962 she was sold and renamed SAKEELA and she loaded clay on her delivery voyage at Teignmouth in May 1962, which (to my fallible knowledge) is the only occasion that an Indian flagged vessel visited Teignmouth, she was registered in Calcutta.

In the first week of October 1964, the small Danish coaster MIRANDA (285/21) suffered a small fire while loading clay alongside the Old Quay (Small Ramp). The fire was extinguished by the Teignmouth Fire Service (under Station Officer W. J. Matthews) and the ship subsequently sailed for Frederikstad. The MIRANDA was built as the Stoneboat by J Samuel White in Cowes and retained that name until she was sold in 1949 to Danish owners and renamed Marie Boye. Her new owners re-engined her and she eventually became the MIRANDA in 1959.

During October 1964, 21,248 tons of clay was exported from Teignmouth, slightly up on the 20,343 tons for the preceding September.

A Government enquiry into proposals to extend Teignmouth quays was cancelled at the request of the Teignmouth Quay Company. The proposed extensions were reported to include further timber storage sheds, a new access road to the Shaldon Bridge junction, enhanced railway sidings for coal and other supplies and 'oil bunkering facilities'.

My records for Torbay are again somewhat scant (still attending SDTC in Torquay), although October started with a few gales. My records only show the following as sheltering, although from memory there were many others over the month (sadly recorded in a missing notebook), notably the small 'A' and 'S' classes of Everard coasters.

During the weekend of 10 October, the following were at anchor: a smart Polish centre-island freighter, the SZCZAWNICA (3,375/62), the Turkish vessels BODRUM (3,141/61) and an ex Esso tanker DOGU (4,984/26) now a dry cargo vessel (converted from a tanker in 1954 after being renamed from Esso Guyenne). The Dutch coasters EEMSMOND (4,58/57) and FRANKA II (487/52) along with Everard's ARIDITY (336/31), SANGUITY (1,543/56) and SPIRALITY (554/39) were also present. The Argentine Victory Ship (7,714/45) also sheltered during the month along with Zim Israel's GEFFEN (2067/51) which I recall was well in towards Elbury Cove.

Much of the information re non-Teignmouth movements was in those days given to me by Brixham Coastguards, then based at their Berry Head lookout point. Sadly, they will not be with us from the end of this month, and I must re-iterate my thanks for information given all those years ago.

100 Years Ago - October 1914

The local newspaper, Teignmouth Post, reported that in October 1914, the steamship TORQUAY, loaded with 1,000 tons of coal grounded on Teignmouth Bar and remained there for four days. The paper alleged that she was bound for Torquay and it was thought that she mistook the lights of Teignmouth for those of Torquay.

The Torquay was launched on 20th July 1914 by J. Crown and Sons at Sunderland for Renwick Wilton and registered at Dartmouth. She was completed in August 1914, so was only a few month's old at the time of the incident. She had a gross tonnage of 870. In 1923 she was sold to J & A Davidson of Aberdeen who, in turn, sold her for scrap in 1960. She was listed in Lloyd's Register as still being registered at Dartmouth in 1954.

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.