

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: November 2014

Editorial

Shipping appears to be on the turn for winter – as I write this we are in the midst of a busy week at Teignmouth (three ships so far this week with a couple in hand. . .) and have had our first few shelterers. Although last year provided a nice lot of ships to photograph, I'm hoping for a slightly gentler winter this year! I hope the contents of this month's newsletter are of interest – we have the first of a two-part article from Ken which will be concluded next month. Finally, a quick reminder for anyone who has not paid their membership subscription that to qualify for the reduced WSS membership you need to pay at the December meeting. I look forward to seeing you there!

Branch Calendar

- 09/12/2014 O Canada (*David Walker*)
- 13/01/2015 My Last Fifteen Months at Sea (*David Hawkins*)
- 10/02/2015 Coasters of the 1960s and 1970s (*WSS Show*)

Branch Notes: October 2014

In October Ken Cload returned with a selection of photos from a holiday at the Hoek earlier this year. We saw a good range of shipping on the New Waterway, all captured with Ken's usual high standard of photography. He also showed photos from day trips to Antwerp, Ghent and Amsterdam, all of which was accompanied by a well researched talk. Many thanks to Ken for an enjoyable evening, which was much appreciated by the audience.

Shipping Movements: October 2014

Teignmouth

Olza (90/2690dwt, POL) arrived 02/10/2014 from King's Lynn and sailed 06/10/2014 for Ghent.
Rorichmoor (06/2930dwt, ATG) arrived 03/10/2014 from Rotterdam and sailed 05/10/2014 for Rouen.
Celtic Forester (85/3048dwt, GBR) arrived 08/10/2014 from Yelland and sailed 09/10/2014 for Aveiro.
Hav Dolphin (94/3026dwt, BHS) arrived 08/10/2014 from Leixoes and sailed 09/10/2014 for Barking.
Nortramp (12/2600dwt, ATG) arrived 09/10/2014 from Portbury and sailed 10/10/2014 for Castellon.
Seg (93/2300dwt, RUS) arrived 11/10/2014 from King's Lynn and sailed 14/10/2014 for Terneuzen.
Hanoi (11/2625dwt, GIB) arrived 14/10/2014 from Port Talbot and sailed 15/10/2014 for Plymouth.
Frisium (92/2355dwt, NLD) arrived 16/10/2014 from Port Jerome and sailed 17/10/2014 for Rotterdam.
Abis Belfast (10/3900dwt, NLD) arrived 20/10/2014 from Esbjerg and sailed 20/10/2014 for Alexandria via Fowey.
Frisium (92/2355dwt, NLD) arrived 22/10/2014 from Rotterdam and sailed 23/10/2014 for Rotterdam.
RMS Neudorf (90/2620dwt, ATG) arrived 24/10/2014 from Le Legue and sailed 24/10/2014 for Inkoo.
Catania (12/2595dwt, ATG) arrived 24/10/2014 from Antwerp and sailed 25/10/2014 for Castellon.
Eems Space (10/2600dwt, NLD) arrived 26/10/2014 from Wismar and sailed 27/10/2014 for St. Malo.
Virage (12/3200dwt, NLD) arrived 26/10/2014 from Liverpool and sailed 27/10/2014 for Ceuta.
Ben Varrey (86/1544dwt, IOM) arrived 30/10/2014 from Amsterdam and sailed 31/10/2014 for Granville.
Jerome H (85/1741dwt, ATG) arrived 31/10/2014 from Sharpness and sailed 31/10/2014 for Rotterdam.

Lyme Bay

Cassiopeia Leader (99/21547dwt, PAN) arrived 21/10/2014 from Valencia and sailed 26/10/2014 for Zeebrugge, awaiting a pilot.

Tor Bay

Sementina (09/7300dwt, MLT) arrived 30/09/2014 from Casablanca and sailed 05/10/2014 for Terneuzen, maintenance.

Swift (89/1379dwt, GBR) arrived 18/10/2014 from St. Malo and sailed 19/10/2014 for Plymouth.

Brixham

Tres Hombres (-/-dwt, -) arrived 24/10/2014 from Stavanger.



Two visitors to Teignmouth in October were Catania, seen alongside on 25/10/2014 and Eems Space, shown rounding the point inwards the following day (David Walker).



Jerome H departing Teignmouth for Rotterdam on the evening tide of 31/10/2014 (David Walker).

50 Years Ago – November 1964

Tom Walker

Teignmouth arrivals in November 1964 fell from the previous month's about 50 to just under 40. Inward coal cargoes included coal (six - slack for Newton Abbot Power Station, and two of household), Towards the end of the month the Danish coaster IDALITH (392/58) arrived with Swedish timber from Oxeloesund for Devon Trading and the West German BERND BECKER (423/55) arrived with potatoes from Belfast. The Power Station coal arrived aboard the Metcalf regulars (DANIEL M. (448/36), ELLEN M. (534/36) (twice), MONICA M. (534/36), PAUL M. (478/38), THOMAS M. (593/38) and the household aboard the Dutch ANJA (262/40) and the BURTONIA (498/58) a regular Wharton visitor until her loss in November 1972.

Outward cargoes were clay for the Denmark, Finland, France, Italy, the Netherlands, Norway, Spain, Sweden, and West Germany. The majority of ships flew near-European flags, although we did have three Spanish visitors; the brand new JUANITA DE CHARCARTEGUI (742/64), MELCHUCA (696/53), and MIRENCHU (713/57). It is the last of these, the MIRENCHU that put Teignmouth in the spotlight again on the local news. After a Customs raid, shortly after she had berthed, the revenue men found quantities of undeclared tobacco, spirits, and cigarettes in her forward hold, and subsequently, two crewmen were each fined £30 in a resulting Magistrates Court hearing. In court it was stated that the

contraband was to be sold in Spain and Italy, and not the UK. To put the fines into context, one of the crew-members wages were stated as £10 per month.

During the month of November 1964, 21,515 tons of clay were exported from Teignmouth - an amount similar to the previous month, but on fewer ships.

At this time there were two local trawlers engaged in spratting, the Torbay Star (skippered and owned by Reg Matthews), and the Early Dawn (skippered by W. G. Matthews, and owned by Tony Chapman). As there was not much fish around they left Teignmouth and voyaged to Southend where large catches had been reported. This was quite a trip as both boats were about 20 tons and had no crew accommodation.

As I was still attending the South Devon Technical College, my documentation of Tor Bay movements was almost non-existent as most of my time was spent preparing for the half year examinations. I did, however manage to go to Falmouth to see the Federal SN's tanker KENT (31763/60) in dry-dock. There was a full page aerial photograph of her at speed in H. M. Le Fleming's last edition of Ocean Ships (then still called a combined volume) which was quite impressive. Other ships in dry-dock were London and Overseas' tanker LONDON GLORY (10081/52/GBR), their bulk carrier OVERSEAS COURIER (20206/60), the Norwegian tanker BRITTA (12757/53) and in No. 1 Drydock, the Norwegian SPERVIK (11356/55). Alongside in the Docks were the BP tankers BIDFORD PRIORY (23065/60/GBR) and BRITISH ENERGY (23124/58/GBR), and the Norwegian tanker NINA BORTHEN (12930/62). Around this time Falmouth Docks had some sort of tie up with BP Tankers and invariably most of their larger ships (then about 55,000 to 70,000 tons) would dry-dock at Falmouth. Later in the 1960s, their larger ship, I think it was the BRITISH ADMIRAL, berthed alongside for shaft repairs, being ballasted down by the head to enable the necessary work to take place.

Falmouth eventually became a subsidiary of the P & O Group, and P & O also formed Trident Tankers in the 1960s to manage the various group companies' tankers, these were also to become a regular feature of Falmouth life until the rise of the VLCC made the smaller vessels redundant. This was the future for the KENT, as she was sold in 1968 to Liberian interests and renamed LESLIE CONWAY. Sold again in 1971, she was then renamed OSWEGO MERCHANT, also Liberian flagged. In the seventies, ships of the Oswego group were frequent callers for pilots off Brixham and my last record of the 'MERCHANT calling here was to embark a pilot on 15 May 1971, I believe for Rotterdam/Europoort.

Moored in Falmouth harbour, along with the local harbour tugs, was Bugsier's salvage tug WOTAN (729/39) flying the West German flag. Falmouth and Mount's Bay invariably had a salvage tug on station in those days, Falmouth's was usually from either the Busier or Overseas Towage, whereas Mount's Bay's was usually a Wijsmuller vessel.

Next month we remember an event that caused a substantially younger Rodge to go to a Tor Bay cliff top, after dark and in the company of a number of local people.....without a camera!

Childhood Memories Part 3: Bristol City 1959-1963, Part I

Ken Cload

The sub-title leads us four ways: Firstly to Bristol City F.C. at Ashton Gate where we attended on occasion, but not as often as the old Eastville Stadium a combined football ground and greyhound racetrack near the gas works, home of Bristol Rovers F.C. (the "Gasheads") my uncle being a loyal supporter.

Next to The Bristol City Line of Steamships Ltd. (Chas. Hill & Sons), also their vessel Bristol City built 1959 by J.Readhead, but long before then the Company, it's services & ships, had outgrown the seven mile long narrow and winding River Avon into the heart of Bristol and had moved to Avonmouth, where security was much tighter and entry only possible by permit, not known to me at the time, and, on reflection in pre-M5 days difficult to find the time to fit in before the match.

Lastly to Bristol "City Docks", the focus of the article, which took on the form we know in 1809 when the floating harbour of 82 acres was completed, it was transferred in 1948 to Bristol City Council, who maintained the port with their own fleet of dredgers, hoppers, etc., and were responsible for pilotage having a large cutter and three launches. Ships of 350ft long max. being able to navigate the R.Avon with its difficult Horseshoe Bend, and it's Gorge, passing under Brunel's Suspension Bridge to approach the entrance locks of 350ft×62ft with a depth of water over the sill of 33ft on spring and 23ft on neap tides.

Mention of Chas. Hill above, they were also Shipbuilders at their Albion Yard, specialising in coastal ships, tugs, and light vessels. Opposite the yard at Hotwells was the H.Q. of RNR - Severn Division, with their static training ships FLYING FOX 1320d/1918 a former Fleet Sweeping Sloop and LOCUST 584d/1939 (not seen after '67), and also assigned to them a Minesweeper, M1146 360d/53 as the VENTURER. The docks themselves comprised 18 general cargo berths, 5 sand and gravel berths and 1 coke jetty, most being very close to the city centre. General cargo imports included; Tobacco transshipped from Avonmouth for Imperial Tobacco, or W.D.& H.O. Wills, Chocolate crumb for J.S. Fry & Sons, Woodpulp for local cardboard and paper mills, Sawn timber for several merchants, also Talc, Wallboard, Wine, Guinness, etc. Exports included locally manufactured items, and Coke to Scandinavia.

Assuming some at least of the readership is unfamiliar with the hive of activity in the City Docks at this time, I will include a full summary of the shipping companies and their vessels seen during the period, in the hope it will be appreciated:

<i>Owners with regular sailings:</i>	<i>Vessels seen (oldest to newest):</i>
Bristol Steam Nav. Co	
General cargo twice weekly to Dublin & weekly to Waterford, Antwerp & Rotterdam.	CATO (939g/46), JUNO (969g/49), SAPPHO (1134g/49) PLUTO (988g/50), MILO (991g/53), APOLLO (1266g/54), ECHO (1266g/54), DIDO (1589g/63), HERO (1589g/63).
William Sloan & Co.Ltd. (Coast Lines Group)	
General cargo twice weekly from Belfast & weekly from Glasgow and Greenock.	DEVERON (511g/38), FRUIN (906g/54), For ref. replaced in 1964 by TAY (791g/51), KELVIN (979g/55) and later TALISKER (1016g/55).
Coast Lines Group	
General cargo from London, Liverpool, etc.	MOUNTSTEWART (892g/55) of Belfast, Mersey & Manchester S.S. (either out of bounds or relief vessel for Wm. Sloan?)
Grand Union (Shipping) Ltd	
Regular - possibly on charter to Sloan or GSN	BLISWORTH (1031g/57).
General Steam Nav. Co.	
General cargo from Hamburg & Bremen.	CORNCRAKE (640g/46), SEAMEW (1220g/47), WOODLARK (933g/56) and a single visit from PEREGRINE (890g/41).
Hollandsche S.M. N.V.(Holland steamship Co.)	
General cargo weekly (?) from Amsterdam.	AMSTELLSTROOM (/50), IJSTROOM (/50), VECHTSTROOM (/52), ZAA NSTROOM (/52), HONTESTROOM (/57), all approx 500g.
A.B.Transmarin	
Regular service from Sweden.	SONJA (1570g/40), GUDRUN (1707g/46), IRENE (1820g/56), NEVA (2749g/57).
Fearnley & Eger - A/S Standard Line	
Regular service from Oslo and East Norway.	STALHEIM (1521g/59), STANFORD (1523g/59), and the parent company's (CHARENTE 1139g/58).
J. Lauritzen	
Service from Finland.	LYDIA DAN (2081g/54), RUTHA DAN (3325g/55), PERLA DAN (2353g/59).
Limerick Steamship Co. Ltd	
Occasional service from Limerick and West Coast of Eire.	DROMINEER (857g/46), ORANMORE (472g/62).

Other well known owners and vessels:

Bore Line	BORE X (500g/63)
Statens A/B	ROYAL WOOD (499g/57)
Irish Shipping Ltd	IRISH FERN (1113g/54)
Chr. Salvesen	OTRA (1325g/57)
Dundee, Perth & London	LONDON (706g/51)
Wm. Robertson's Gem Line	PRASE (374g/38)
M. P. Taylor	REEDWARBLER (375g/51)
Hall & Tyrrell	RIVER AVOCA (384g/48)

To be continued...

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