

# 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: December 2014

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## Editorial

This issue marks the end of the first year of our branch newsletter, and I would like to take this opportunity to thank everyone who has contributed material. During 2014 the newsletter has seen a range of articles on all manner of maritime matters, and I look forward to continuing this in 2015. Articles are always welcome, in most forms – I am happy to help with digitising them if needed. I will close by wishing everyone a very happy new year, which I hope will be filled with plenty of shipping!

## Branch Calendar

- 13/01/2015 My Last Fifteen Months at Sea (*David Hawkins*)
- 10/02/2015 Coasters of the 1960s (*WSS Show*)
- 10/03/2015 Sixty Years of Ships – from Box Camera to Digital (*Tom Walker*)

## Branch Notes: November 2014

As usual, our November meeting featured a recap of the year's shipping as photographed through the lens of Roger Musselwhite. The quality of photographs was up to his usual high standard, as was the level of research. We saw views of ships between Plymouth and Southampton, with a range of photos taken from the Brixham pilot boat which offered a unique perspective on vessels passing Berry Head. Many thanks to Roger for his hard work for, as ever, an evening that was enjoyed by the assembled audience.

## Shipping Movements: November 2014

### Teignmouth

- Fehn Capella** (96/2503dwt, ATG) arrived 04/11/2014 from Amsterdam and sailed 05/11/2014 for St. Malo.
- Jade** (10/3261dwt, NLD) arrived 06/11/2014 from Sluiskil and sailed 10/11/2014 for Plymouth.
- Peak Oslo** (85/2376dwt, COK) arrived 07/11/2014 from Vlissingen and sailed 12/11/2014 for Figueira da Foz.
- Fehn Capella** (96/2503dwt, ATG) arrived 12/11/2014 from St. Malo and sailed 14/11/2014 for Erith.
- Icelandica Hav** (82/2325dwt, BHS) arrived 12/11/2014 from Ipswich and sailed 14/11/2014 for Fowey.
- Eagle** (92/2220dwt, GBR) arrived 15/11/2014 from Amsterdam and sailed 16/11/2014 for King's Lynn.
- Mannin** (72/-dwt, GBR) arrived 16/11/2014.
- Falcon** (91/2225dwt, GBR) arrived 21/11/2014 from Erith and sailed 22/11/2014 for Fecamp.
- Sydgard** (00/3780dwt, NLD) arrived 23/11/2014 from Rochefort and sailed 24/11/2014 for Mjoesund.
- RMS Wanheim** (90/2620dwt, ATG) arrived 23/11/2014 from Le Legue and sailed 25/11/2014 for Vyborg.
- Plato** (89/3677dwt, BRB) arrived 25/11/2014 from Amsterdam and sailed 26/11/2014 for Antwerp.
- Peak Bergen** (86/2376dwt, COK) arrived 26/11/2014 from Sharpness and sailed 27/11/2014 for Landskrona.
- Germanica Hav** (84/2295dwt, VCT) arrived 27/11/2014 from Shoreham and sailed 29/11/2014 for Gdansk.
- Frisium** (92/2355dwt, NLD) arrived 29/11/2014 from Port Jerome and sailed 30/11/2014 for Amsterdam.

### Lyme Bay

- Galatea** (07/1200dwt, GBR) arrived 01/11/2014 from Swansea and sailed 03/11/2014 for Skerries Bank, Emsstrom survey.
- Minitank Five** (07/8084dwt, MLT) arrived 01/11/2014 from Milford Haven and sailed 03/11/2014 for Rotterdam, awaiting orders.
- Martha** (95/43230dwt, MLT) arrived 10/11/2014 from Tyne and sailed 15/11/2014 for Gibraltar, sheltering.

**Triton Leader** (10/22657dwt, PAN) arrived 11/11/2014 from Southampton and sailed 16/11/2014 for Setubal, drift sheltering.

**Baltic Summer** (89/12942dwt, LBR) arrived 11/11/2014 from St. Petersburg and sailed 16/11/2014 for Santa Marta, sheltering.

**BBC Ems** (06/17349dwt, ATG) arrived 12/11/2014 from Hamburg and sailed 15/11/2014 for Paranagua, sheltering.

**Star Care** (09/13300dwt, PAN) arrived 13/11/2014 from Dunkirk and sailed 14/11/2014 for Turbo, sheltering.

**SCL Elise** (09/7694dwt, LBR) arrived 14/11/2014 from Antwerp and sailed 16/11/2014 for Ceuta, sheltering.

**Gas Arctic** (92/3590dwt, MLT) arrived 15/11/2014 from Aveiro, awaiting orders.

**MTS Vengeance** (88/89dwt, GBR) arrived 16/11/2014 from Rotterdam and sailed 25/11/2014 for Las Palmas, sheltering (towing barges Somtrans III and Somtrans VII).

### **Babbacombe Bay**

**Onego** (91/2090dwt, PAN) arrived 06/11/2014 from Den Helder Anchorage and sailed 08/11/2014 for Tulcea.

### **Tor Bay**

**RMS Rhenus** (00/2688dwt, ATG) arrived 01/11/2014 from Dordrecht and sailed 03/11/2014 for Carboneras.

**RMS Lagona** (00/2688dwt, ATG) arrived 02/11/2014 from Hamburg and sailed 03/11/2014 for Foynes.

**Douwe S** (11/3637dwt, NLD) arrived 02/11/2014 from Brake and sailed 03/11/2014 for Bermeo.

**Bonacieux** (10/3171dwt, GIB) arrived 11/11/2014 from Szczecin and sailed 15/11/2014 for Jorf Lasar, sheltering.

**Peak Oslo** (85/2376dwt, COK) arrived 12/11/2014 from Teignmouth and sailed 16/11/2014 for Figueira da Foz, sheltering.

**RMS Lagona** (00/2688dwt, ATG) arrived 12/11/2014 from Rotterdam and sailed 15/11/2014 for Vigo, sheltering.



*November saw two visits from Fehn Capella, shown (left) departing on 14/11/2014, and a first call from Sydgard (right), shown shortly after berthing on 23/11/2014 (David Walker).*

## **50 Years Ago – December 1964**

*Tom Walker*

Teignmouth arrivals in December 1964 amounted to 47. We had ten coal cargoes arrive, nine from Amble for Newton Abbot Power Station, and one of household from Goole aboard Everard's SIGNALITY (487/37). The SIGNALITY remained with Everards until 1967 when she was sold to Greek owners and renamed Halkidiki, and Ioanna G. in 1979 before being broken up in 1979. The Power Station coal arrived in the usual Metcalf callers: DANIEL M. (448/36) (two calls), MOIRA M. (678/38), MONICA M. (534/36), PAUL M. (478/38), THOMAS M. (593/38) (three calls). Other inward cargoes included fertilizers, one cargo from each of Amsterdam, Heysham and Middlesbrough; asbestos slates from Amsterdam aboard the Dutch vessel ALME (299/52); and the STELLA MARIS from Rundviksverken, Sweden with masonite.

Masonite was a trade name for a type of hard wearing hardboard which was produced by Masonite AB from 1924 until the company went bankrupt in 2011. In its heyday it employed 90 persons at Rundvik, with annual sales of about 100 million kroner. Taken over by a Norwegian industrial group, the factory closed when work was transferred to Thailand in 2012. The local paper also reported the Dutch GITANA (500/57) as arriving from Amsterdam with a part cargo of clay, but this is doubtful. She did call, but sailed to Fowey to top up her clay cargo, at 1055 tons dwt she was a fairly

large ship for those days. Locally, ships for clay arrived from Bridgwater, Dartmouth, Plymouth, Poole, Porthoustock, Shoreham, Topsham, and Totnes - although many were from North Europe.

Clay cargoes numbered about 32 cargoes and were bound for Belgium, Denmark, Eire, Finland, France, Greece, Israel, Italy, the Netherlands, Norway, Spain, Sweden, and West Germany. Additionally, one cargo also went coastwise to Irvine in Scotland. The only other export cargo for December was two cargoes of scrap steel which were sent to Caen.

The amount of clay exported during December 1964 totalled 20,205 tons; this brought the total for the year to 252,680 tons, a slight increase on the 1963 figure of 223,883 tons. The number of ships entering the harbour during 1964 was 594, against 1963's 569. Both of the 1964 figures represented all time records. It was not clear from the source, but it is assumed that the ship totals included repeat visits, which in the case of coal boats could have been well over 10 per ship, often the same vessel calling three times per month.

My records for Tor Bay are incomplete for this period (Mock 'O' level examinations were taking place, and I did not have much time for the more important things). I recall that the weather was quite poor with a number of strong south-west gales. The only shelterer I have note of is the Dutch HSM owned IJSTROOM (499/50) on the 9th. which was on a regular short-sea route that included Plymouth and Bristol. Two days earlier the Danish coaster SCANTIC (326/36) had foundered in heavy weather in St. George's Channel on a voyage from Preston to Poole. All her crew were subsequently rescued after their lifeboat had also capsized. She had visited Teignmouth in the early 60s.

Around this time Stewart's YEW CROFT (943/46) grounded in poor weather on entering Ijmuiden and had to be refloated by Wijsmuller. The previous day, the Dutch vessel WILLI BHMER (599/57) had also grounded in the same place and was also a Wijsmuller success. This vessel was 1211 dwt and had called at Teignmouth for clay in May 1962. The local tide book gave the maximum length for ships to visit Teignmouth as being 240 ft, and at over 250 ft the WILLI BÖHMER experienced issues at the Point when leaving, but after a few minutes at Shaldon proceeded to sea safely.

Later in the month the Danish coaster NORTHWIND (299/64) was sheltering in Tor Bay en-route from Hull to Teignmouth for a cargo of clay for Ronne in Denmark. Early on 22 December 1964 she reported that she was dragging her anchor. By the time the Tor Bay lifeboat (the Princess Alexandra of Kent) arrived the ship was hard aground at Hollicombe Beach near Preston, Paignton. The crew were eventually rescued by the Auxiliary Coastguard Breeches Buoy Team. Two members of the lifeboat crew were awarded medals for their part in this shout. Wijsmullers salvage tug JACOB VAN HEEMSKERK (659/64) made her way up from Mount's Bay and arrived around 09:00. The strong gale prevented her earlier arrival and made any attempts at refloating on the morning tide impossible.

During the day the ship's crew returned at about 12:00 and prepared for the next tide's refloating attempt. An estimated several hundred people watched the preparations. The crew shovelled sand away from the rudder and propeller area, whilst the deep draught tug lay offshore in deeper water. As darkness descended and high water approached, the tug closed towards the NORTHWIND and connected a towline. On the rising tide, the tug began to tow her slowly off the beach and when she was in deep water the tug went alongside her and both proceeded towards Brixham for initial survey, temporary repairs, and seaworthiness certificates.

Smit's tug, the BARENTSZ ZEE (526/57) arrived in Brixham in mid January 1965 to tow the NORTHWIND back to Rotterdam for permanent repairs, but not before another episode in this story which will be related next month.

When the refloating took place from Hollicombe Beach, the crowd had dwindled to about 50 (according to contemporary newspaper reports) but amongst them were a young Rodge Musselwhite and his Father. Now doubt Rodge can supply further details if they are required.

Unfortunately, being the college holidays I was not in the Tor Bay area to witness this event. I did manage a Plymouth trip which my parent paid for to escort my brother John to the West of England Chess Congress on 28 December 1964. John was a county standard player who along with my Father have their names on nearly all the trophies in the Chess Club room next to our Alice Cross Meeting Room. Unfortunately I did not have a camera with me that day. One of the first things I saw was Jacobs tanker PEARLEAF (12353/60) leaving the Tamar in bright sunshine with her hull looking immaculately white. This was before the Navy installed her RAS gear and she retained her original pleasing look.

Over at Plymstock, Metcalf's small taker ANTHONY M. (465/44) was alongside, with the Esso Maricaibo tanker ESSO WANDSWORTH (4352/43) at Cattedown. In Millbay the Swedish coaster CARLO (499/58) was unloading, prior to sailing to Teignmouth for clay. The only other ship of note was the Polish steam trawler KAMIENNA (SZN66) (674/59) taking stores in Millbay Docks.

Amongst the notable launches for this month was that of the MINERVA, launched into the Tyne on 19 December 1964 by Vickers Armstrong. A Leander class Frigate (F45), she was completed in 1966, her cost being estimated at £4.7 million. Her later seacat/exocet conversion was estimated to cost a further £31.5 million (1975-1979) and she was broken up in 1993.

## Childhood Memories Part 3: Bristol City 1959-1963, Part II

*Ken Cload*

There were of course many visits by Dutch and West German coasters, too numerous to include, but a couple of regulars worth a mention: the Dutch VALBELLA (425g/51) Schellen, RAKET (328g/53) J.J.Onnes or Gruno, and the West German MARTHA FRIESECKE (499g/57).

Significantly there were some old timers often in the Scandinavian timber trade, with interesting histories:

HANNA of Hoganas	2624g/1917	ex Orvar, ex Agne, ex Uskside (R.W.Jones & Co, of Newport), ex Maindy Forest (Jenkins, Richards & Evans, of Cardiff), ex Firtree (Howard, Jones & King, of Cardiff). Built by Craig Taylor & Co. at Stockton on Tees. Mgr. A. Sjosten.
ANGUS of Mariehamn	1964g/1931	ex Gunvor Maersk, ex Josephine Gray. Built by William Gray at Hartlepool. Mgr. Karl Kahre.
BRUCE M of Beirut	1803g/1934	ex Eliza, ex Corfleet (Wm Cory), Built by S.P.Austin & Sons Ltd. At Sunderland. Lebanese owners.
FAIRWOOD	1930g/1943	ex Sukhumi, ex Empire Gable (a war prize), ex Benue of D.A.L., Built in W.Germany by Deutsche Werf. Owned by Fairplay S.R. - R.Borchard.
BJOGNA	1790g/1943	Built as Cargo class N3-S-A1 type by Leatham D. Smith Shipbuilding Co. at Sturgeon Bay, WI, as Clement T.Jayne for U.S. Maritime Commission, sent as Lend-Lease to Ministry of War Transport (G. Heyn & Sons, Mgrs) as Dunmore Head. After the war ('49-'54) to Ulster Steamship Co.Ltd. Owned by Erling Larsen.
POZNAN II	2736g/1949	Owned by Polish Steamship Co., ex Skrymer, ex Cetus, ex Pineland (Currie Line). Built by Caledon Shipbuilding & Eng. Co, at Dundee.

And one very odd sighting in August 1959: PRESTHUS I (B-27-B) (180g/1942) a Norwegian owned wooden fishing vessel.

Another piece of history was created in July 1962 (seen on 16th) with the arrival of the West German, Karl Grammerstorf owned HEINRICH GRAMMERSTORF (3917g/51) ex Westfalen, at 356'-7" x 47' said to be the largest vessel to dock for ten years, though given the problems of the R. Avon and the entrance lock dimensions (see above) it's difficult to see how there could have been anything larger. What was the largest? - answers on postcard (sorry email) please.

Turning our attention to local owners and trades, here too we find some very interesting old vessels (many built by Chas. Hill) still trading:

<i>Owners with regular sailings:</i>	<i>Vessels seen (oldest to newest):</i>
<b>Osborne &amp; Wallis Ltd</b>	
Coal shipments from South Wales	DRUID STOKE 486g/29, SALCOMBE 590g/38, ST VINCENT 486g/40, HOTWELLS 499g/50, COLSTON 586g/55, BRANDON 586g/57.
<b>Bristol Sand &amp; Gravel Co. Ltd</b>	
Dredged aggregates from Bristol Channel	DUNKERTON 505g/34, CAMERTON 891g/50, BADMINTON 610g/56, PETERSTON 748g/61 replaced Dunkerton.
<b>Holms Sand &amp; Gravel Co. Ltd</b>	
Dredged aggregates from Bristol Channel	SANDHOLM 363g/20, STEEPHOLM 532g/50, HARRY BROWN 634g/62 replaced Sandholm.

And to local owners of small coasters, barges (I know there is some branch interest) and lighterage tugs, which transshipped goods between the various Bristol dock systems, and to other small Bristol Channel ports. I know hardwood logs were barged from Avonmouth to Lydney. Also on the Sharpness & Gloucester canal and beyond on the River Severn to Worcester and Stourport:

<i>Owners with regular sailings:</i>	<i>Vessels seen:</i>
<b>F.A. Ashmead &amp; Son Ltd</b>	STOKE LEIGH (120g/1892) built by G.K. Stothert (pre S.& Pitt cranes?) ASHLEIGH (454g/38), BEAU LEIGH (122g/37), STAN LEIGH (-/-) ?, PETER LEIGH (320g/41) built by J.S. Watson (Gainsborough) Ltd. as Empire River, ABBOTS LEIGH (147g/56), and tugs BENFLEET (46g/07), CONROY (25g/16), ROBERT A and HUBERT A. H.R.B. (166g/1897) built by Mackie & Thomson of Gloucester. SEVERN BRIDGE (165g/36), STAPLETON (213g/37), and tug EARNEST BROWN (54g/44) ex TID 95.
<b>T.R. Brown &amp; Sons Ltd</b>	NIGEL (134g/1915) built Osbourne, Graham & Co. of Sunderland, DENBY 129g/38, and WYCLIFFE 132g/49.
<b>Thomas Silvey Ltd</b>	RENWICK (115g/31).
<b>Renwick, Wilton &amp; Dobson</b>	STANNE (-/-) ?
<b>Unknown owner</b>	SALISBURY (45g/43) ex TID 15.
<b>Benj. Perry &amp; Sons Ltd</b>	Suction hopper dredgers: S.D. SEVERN (992g/1919), and B.D. CLIFTON (648g/1925); bucket dredgers: EVENLODE (540g/53), and SAMUEL PLIMSOLL (394g/56); and hopper barges: KINGROAD (1045g/53), AVON (542g/56) and FROME (542g/56).
<i>The City of Bristol's own harbour craft</i>	

Finally large ship movements arriving in Bristol City Docks often required tugs from the Avonmouth fleets of:

<b>C.J. King &amp; Sons Ltd</b>	those seen in the City Docks: JOHN PAYNE (145g/1909), BRISTOLIAN 174g/1911, MERRIMAC (226g/1918), WEST WINCH (134g/1920), JOHN KING (49g/36) and SEA GEM (54g/44).
<b>R. &amp; J. H. Rea, Ltd</b>	PENGARTH (160g/62).

As mentioned earlier this was a time before I obtained a pass for Avonmouth Docks, though the 28th May 1961 turned out to be a red letter day for me, when my uncle arranged with a docker friend, to take us around the docks and have a ship visit to the PORT LINCOLN 7250g/46, other British vessels in port were; PORT CHALMERS 8719g/33 (Port), CALGARIA 8419g/41 (Donaldson), GOLFITO 8736g/49 (Fyffes), GRAIGFELAN 5144g/48 (Idwall Williams), CORNWALL 7583g/52, CUSTODIAN 8850g/61, EASTWOOD 1763g/60 (Constantine), and WALNUT 539g/55 (Joseph Fisher). There were also foreign vessels including the U.S. controlled GULL 6753g/45 a Liberty type collier built by Delta Shipbuilding Co. as Roda Seam (See Tom's article on October '63). I guess a fairly typical cross section of the Shipowners that used the docks but no Bristol City Line vessel.

## **An Update on the Container World**

*David Walker*

In the April issue I presented an overview of the changes occurring in the container industry. Since that article was written, much of the landscape has shifted (in fact, since it was first drafted six weeks ago the article required updating three times!).

Early in the summer the proposed P3 network, allying Maersk, MSC and CMA CGM on Asia-Europe and Transatlantic services, was rejected by competition regulators. Despite receiving approval from European and American regulators, the Chinese authorities blocked the alliance. Shortly after this decision, Maersk and MSC announced a smaller vessel sharing agreement called 2M. This agreement, which is subject to less stringent approval, is due to commence in early 2015 and will include a service that calls at Southampton. CMA CGM have formed an alliance with China Shipping and UASC. Known as the "Ocean Three" alliance, this is also due to commence in early 2015. Another significant development is the merger of Hapag Lloyd with CSAV, which was announced recently and will result in the fourth largest container carrier.

The size of container vessels continues to increase. Following the introduction of over half of their Triple-E fleet (the final vessels are due for delivery in June), several other companies have ordered vessels of 18-19,000 TEU capacity.



These companies include CMA CGM, UASC, MSC and China Shipping. Evergreen are considering an order for 18,000 TEU vessels, and MOL are in talks with Seaspac to charter vessels of a similar size. MSC have a new class of 16,000 TEU vessels; the first, MSC London, operates on an Asia-Mediterranean loop (the MSC LION service) while the second will deploy on the CMA CGM FAL-2 loop. She called at Felixstowe in early December; at the time of writing, the capacity of the forthcoming MSC Oscar has just been revealed to be 19,224 TEU. When she enters service she will be the largest container vessel afloat, replacing the new CSCL Globe (19,100 TEU) which was delivered in early December and is due at Felixstowe in early January. Both K-Line and Yang Ming are expecting their first ultra large container vessels, with ships of 13-14,000 TEU due in service from February 2015. These may well be candidates for boarding and landing pilots at Brixham.



*MSC New York on Berths 8-9 at Felixstowe on the morning of 7th December. (David Walker)*

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*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.*