

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: January 2015

Branch Calendar

- 10/02/2015 Coasters of the 1960s (*WSS Show*)
- 10/03/2015 Sixty Years of Ships – from Box Camera to Digital (*Tom Walker*)
- 14/04/2015 Mostly from the Mediterranean (*Roland Whaite*)

Branch Notes: December 2014

At this month's meeting a good turn-out of members attended our AGM which was followed by David Walker presenting us with a 'Full English' in a show featuring his recent trip to Vancouver and the English Bay Anchorage where many bulk carriers and container ships were at anchor. The presentation was accompanied by our festive buffet supplied by members. The evening went well and was greatly enjoyed by all. Many thanks to David for an informative and well researched presentation.

Over the Christmas period members again visited the ship with the most calls in Teignmouth through 2014 – this year the winner of the "trophy" was *Frisium*. Four members visited the *Frisium* in port on 1st January where the master, Captain Gerle Blaak, was presented with a certificate, a photograph of the ship arriving and some Christmas chocolates. The party was then given a tour of the ship and took coffee with Captain Blaak in the mess. During 2014 the ship visited Teignmouth on 11 occasions, bringing agricultural products from European ports such as Amsterdam, and Lillebonne in northern France. She was the first and last vessel to call in 2014. The *Frisium*, built in 1992 with a capacity of over 2,000 tonnes, is owned in the Netherlands and had arrived the previous day. She sailed on 2nd January for Amsterdam.



Members touring the Frisium on 01/01/2015.

Shipping Movements: November 2014

Teignmouth

Mannin (72/-dwt, GBR) arrived 16/11/2014 and sailed 01/01/2014.

Mariaburg (85/1552dwt, BEL) arrived 02/12/2014 from Aveiro and sailed 03/12/2014 for Vigo via Portland.

Fehn Mirage (02/2974dwt, GIB) arrived 04/12/2014 from Montoir and sailed 05/12/2014 for Castellon.

Sea Hunter (90/3181dwt, BRB) arrived 04/12/2014 from St Helier and sailed 05/12/2014 for Aveiro.

Frisium (92/2355dwt, NLD) arrived 05/12/2014 from Amsterdam and sailed 06/12/2014 for Rotterdam.

Eilsum (91/2376dwt, ATG) arrived 05/12/2014 from Belfast and sailed 08/12/2014 for Casablanca.

Arctica Hav (84/1532dwt, BHS) arrived 07/12/2014 from King's Lynn and sailed 09/12/2014 for Antwerp.

Paper Moon (90/2717dwt, ATG) arrived 08/12/2014 from Hull and sailed 09/12/2014 for Rotterdam.

Frisium (92/2355dwt, NLD) arrived 14/12/2014 from Erith and sailed 15/12/2014 for Rotterdam.

Sea Ruby (92/2225dwt, CYM) arrived 14/12/2014 from Port Talbot and sailed 15/12/2013 for Porthoustock.
Frisium (92/2355dwt, NLD) arrived 25/12/2014 from Amsterdam and sailed 27/12/2014 for Lillebonne.
Frisian River (07/2620dwt, NLD) arrived 28/12/2014 from Amsterdam and sailed 30/12/2014 for Harlingen.
Frisium (92/2355dwt, NLD) arrived 31/12/2014 from Lillebonne.

Lyme Bay

Green Lake (98/22799dwt, USA) arrived 03/12/2014 from Boston and sailed 06/12/2014 for Zeebrugge, awaiting pilot.
Gas Arctic (92/3590dwt, MLT) sailed 09/12/2014 for Zeebrugge.
Amethyst (11/5026dwt, RUS) arrived 09/12/2014 from Klaipeda and sailed 13/12/2014 for Santander.
Ghibli (09/112961dwt, LBR) arrived 10/12/2014 from Shell Haven and sailed 15/12/2014 for La Coruna.
NYK Diana (08/65976dwt, PAN) arrived 10/12/2014 from Rotterdam and sailed 12/12/2014 for Halifax.
Ara Atlantis (07/11435dwt, GIB) arrived 11/12/2014 from Antwerp and sailed 12/12/2014 for Vigo.
Morning Laura (10/27297dwt, PAN) arrived 11/12/2014 from Antwerp and sailed 12/12/2014 for Port Said.
Oostvoorne (96/2800dwt, ATG) arrived 11/12/2014 from Tilbury and sailed 13/12/2014 for Newport.
Kitty C (11/6750dwt, GBR) arrived 12/12/2014 from Sluiskil and sailed 13/12/2014 for Pasajes.
Gas Arctic (92/3590dwt, MLT) arrived 14/12/2014 from Zeebrugge.
Thun Galaxy (01/7559dwt, NLD) arrived 21/12/2014 from Plymouth and sailed 22/12/2014 for Hamburg.
BBC Luanda (11/7821dwt, ATG) arrived 26/12/2014 from Rotterdam and sailed 28/12/2014 for Bilbao.

Tor Bay

HC Eva Marie (07/11104dwt, ATG) arrived 10/12/2014 from Bremerhaven and sailed 12/12/2014 for Warri.
Milady (05/3817dwt, GIB) arrived 11/12/2014 from Sluiskil and sailed 12/12/2014 for Aviles.
Waalwijk (10/4891dwt, NLD) arrived 12/12/2014 from Antwerp and sailed 13/12/2014 for Seville.
RMS Rotterdam (11/3798dwt, CYP) arrived 12/12/2014 from Vlissingen and sailed 13/12/2014 for Belfast.
Lezhevo (95/2300dwt, RUS) arrived 26/12/2014 from Rotterdam and sailed 28/12/2014 for Nantes.

Torquay

Seabeam (-/-dwt, GBR) arrived 15/12/2014 and sailed 26/12/2014, survey work.

50 Years Ago – January 1965

Tom Walker

The number of ships arriving at Teignmouth during January 1965 was significantly down on previous months, being about 36. This probably reflected the month's weather as westerly and south-westerly gales were a dominant feature. Of the eight coal cargoes arriving, two were of household both arriving from Goole on Thomas Watson's Dutch built LADY SANDRA (356/58), the Newton Abbot Power Station cargoes, arriving from Amble, were all Metcalf cargoes: ELLEN M. (534/36) (two calls), MARIAN M. (694/55), MOIRA M. (678/37), MONICA M. (534/36), and PAUL M. (478/38). no other inward cargoes were reported. Export cargoes of ball clay totalled 27, going to Denmark, Eire (Kilrush), Finland, France, Greece (2), Italy (4), the Netherlands, Norway, Spain, Sweden, and West Germany. One outward cargo of scrap steel went coastwise to Ardrossan.

Many of the vessels calling for clay arrived from coastwise ports: Cowes, Poole, Totnes, Plymouth, Truro, Penzance, Jersey, Sharpness, Cardiff, and various Irish ports but significantly absent were the larger UK ports. The amount of clay exported during January 1965 was 11,964 tons, just under 60% of the previous month's total.

Ships embarking a pilot at Brixham included Harrison's EXPLORER (7,200/61) from the West Indies, Ellerman's CITY OF JOHANNESBURG (8,202/47), and the Glen Line's GLENGYLE (8,957/40). All were bound for London, as were the majority of vessels using Torbay and Brixham's services at this time. The larger vessels, notably the P&O and New Zealand Shipping passenger vessels often embarked immigration/customs officials with the deep sea pilot to enable passengers to be processed en-route for speedier clearance at Tilbury/Royal Docks. At this time ships landing pilots was a rare occurrence.

Due to the westerly gales which seemed to prevail throughout the month, Tor Bay was busy with ships sheltering. My records show the following Everard vessels visited Tor Bay/Brixham during the month: ADAPTIVITY (945/45), AUSTERITY (592/47), CLARITY (764/57), SANGUITY (1,543/56), SCARCITY (586/48), and SINCERITY (634/36);

unfortunately my records do not differentiate between those sheltering and those calling for bunkers at Brixham, or loading stone at Berry Head Quarry (but possibly only SANGUITY as the others would have been smaller than those usually using the Quarry). Another Everard, the SUMMIT (554/39) was also anchored off Straight Point awaiting high water for Exmouth.

Other shelterers in the Bay included AGROMAYOR (686/60), BREE-HELLE (499/62/NLD), DELOS (2,935/29/LEB - steamer), EGBERT WAGENBORG (498/50/NLD), FIVEL (498/52/NLD), GAZI OSMAN PASA (3,552/61/TUR), LIES (498/49/NLD), LYDIA (397/41/NLD), MAASKADE (478/41/NLD), MANTA (399/51/NLD), MERAK (498/47/NLD), OPOLE (2,557/58/POL - steamship), PUERTO DE BILBAO (650/60/ESP), SIERRA BLANCA (669/60/ESP), SIERRA BRAVIA (672/60/ESP), SYLT (678/34DEU - tanker), WESTERDOK (393/51/NLD), and WILLEMIJN (478/53/NLD). Slightly offshore were the Chine Shipping's THACKERAY (4,650/58), the Pakistani MAQBOOLBAKSH (7,449/45 ex British India's Pemba), and the Bulgarian LUBEN KARAVELOV (7,669/55 - ex Britain Steamship's (Watts and Watts) Woolwich). On one of my frequent visits to Shedden Hill, during my Tech College lunch times, the liberty ship MARIA DE LOURDES (7,213/43/GRC) had anchored off Brixham Breakwater, although the need to return for the afternoon lessons had been stressed, I'm not too sure I go along with that now, a trip to Brixham would have been a much better option. By now my college lecturers had given up on protesting about my use of a large brass telescope during lessons. To avoid my disrupting the others in the class, I was given a seat at the back of the classroom next to the window overlooking the end of Brixham Breakwater - most useful for vessels calling for bunkers.

One of the ship's visible during this time from my Tech College vantage point was the Danish coaster NORTHWIND (299/64) of recent Hollacombe Beach fame. As mentioned last month the story had not ended yet. The ship had been refloated and taken to Brixham Inner harbour. On the Saturday before the arrival of the Smit's Dutch tug BARENTSZ ZEE (526/57) to tow her to Rotterdam for permanent repairs, the NORTHWIND was towed from the Inner harbour and anchored in Brixham's Outer Harbour. Whilst anchored, a strong gale developed, and the NORTHWIND dragged her anchor and was in danger of hitting the Breakwater when the local salvage expert, Ernie Lister, with the assistance from the local trawler LEONE GENNINE (not sure of the spelling, may be LEONNE JEANINE), got a line on board and berth her alongside the Esso berth. She was later towed back to the Inner Harbour to await her tug.

On the wider scene, the casualties reported included the British flagged Shell tanker HINDSIA (12212/55) which hit the Tristein Rock in Oslofjord on 22 January 1965 whilst carrying a cargo of about 17,000 tons of mixed light oil including 'avgas' from Rotterdam with 47 crew on board. She began to list and after taking a pilot, was beached, and refloated on 01 February 1965 and unloaded at Oslo. Repaired at a cost of 110,000 she continued to trade until 1976 when she was broken up by Thos. Ward at Inverkeithing.

The other notable grounding reported was that of the QUEEN ELIZABETH (83,673/40) off Cherbourg on 25 January 1965, refloated successfully the same sate she continued on her voyage, undamaged.

100 Years Ago - January 1915

Being as it was wartime, a report in the local paper highlighted a concern felt by many local people about a mysterious ship 'signalling' in the bay off Teignmouth. It later transpired to be a Norwegian steamer on a voyage from Drammen to Teignmouth with a cargo of woodpulp. The 'signalling' was explained as being from lanterns being used by the crew to work the ship.

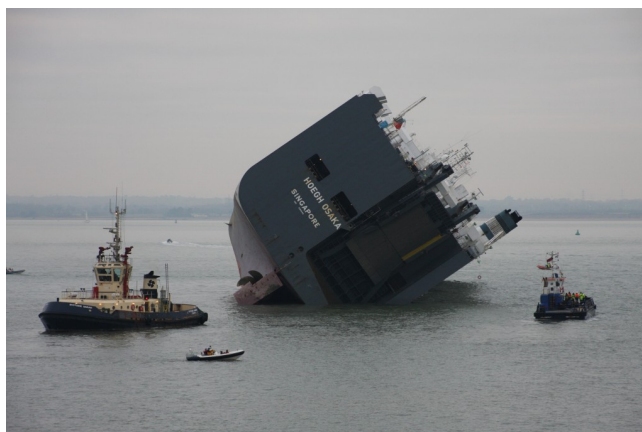
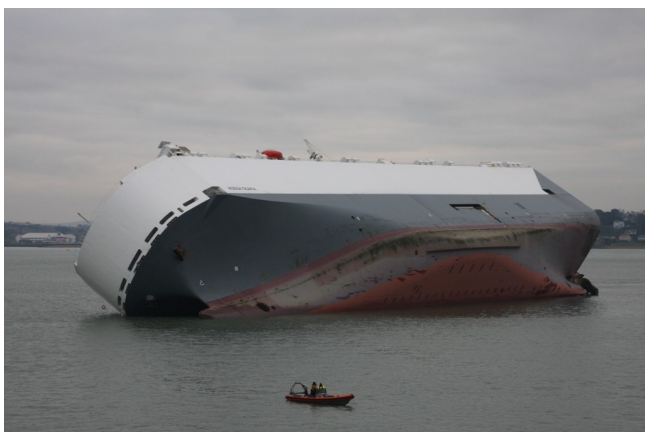
Two fishing boats collided off Labrador resulting in one from Paignton sinking. Commercial shipping at Teignmouth was reported as 'very slack' in January 1915.

Mention was made in the local paper that a scheme to support local children of sailors lost aboard the three-masted topsail schooner ELIZA BAIN had come to a satisfactory conclusion with the last of the dependent children reaching the age of 14 years in 1915. The schooner was crewed entirely by Teignmouth men when she was lost with all hands in the entrance to the River Wear at Sunderland in a severe ESE/SE gale on 02 December 1902. At news of the vessel's demise, money was subscribed locally to support the widows and their children, with each child receiving two shillings per week until the age of 14 years. The 129 ton ELIZA BAIN was built in Hayle in 1864 as a two masted schooner and converted to a three-masted vessel in November 1901 and was owned by Mr. J. W. Finch of Teignmouth at the time of her loss. She had left Teignmouth on 27 November 1902 with 265 tons of "potters' clay" with a crew of five persons, including a skipper who had commanded her for four years. She had signalled for a pilot to enter the Wear but the weather conditions prevented them from putting to sea. All signalling was done by light signals and her serious position was notified to the local Coastguard. The vessel was subsequently reported as hitting the New South Pier, breaking up and foundering in the heavy seas prevailing at the time. A preliminary enquiry held at Sunderland found that the replacing of some of the river's pier-head leading lights with temporary lights did not have any input to the disaster, but the schooner's skipper was not aware of that change.

Sources used: My own records, Teignmouth Post and Gazette (copies made available courtesy of Teignmouth Museum), PortCitiesSouthampton website - Wreck Report for 'Eliza Bain', 1903.

Elsewhere in January

David Walker



Hoegh Osaka aground on the Brambles Bank on 04/01/2015. She was deliberately grounded there the previous evening when she developed a significant list while departing from Southampton. A few days later she refloated herself and, after spending three weeks in the Solent, was righted and berthed at Southampton where her cargo was discharged. She is to return to service following repairs. (Photographs: David Walker).



Morten Maersk passing CSCL Globe late on 08/01/2015 (left) and CSCL Globe departing the following afternoon. At the time, CSCL Globe was the world's largest container vessel with a capacity of 19,100 TEU. At the end of her maiden voyage she landed a pilot at Brixham, by which time she had been surpassed by the new MSC Oscar at 19,224 TEU. MOL have ordered vessels of 20,500 TEU, for delivery in 2017. (Photographs: David Walker).

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