

# World Ship Society – Torbay & East Devon Branch

Contact: [mail@david-walker.org](mailto:mail@david-walker.org), 07765 203263

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



Branch Newsletter: February 2015

---

## Branch Calendar

- 10/03/2015 Sixty Years of Ships – from Box Camera to Digital (*Tom Walker*)
- 14/04/2015 Mostly from the Mediterranean (*Roland Whaite*)
- 12/05/2015 Ships Here and There (*David Eeles*)

## Branch Notes: January 2015

For our January meeting David Hawkins presented his last 15 months as a skipper for Gardline, showing locations such as the Norwegian fjords, Singapore and Kaohsiung from unique vantage points. David explained the various types of offshore vessels, as well as describing the work undertaken by the vessels he worked on and providing an insight into his life at sea. We hope that he will return with a sequel. Thanks to David for an informative and interesting presentation.

## Shipping Movements: January 2015

### Teignmouth

**Frisium** (92/2355dwt, NLD) sailed 02/01/2015 for Amsterdam.

**Celtic Ambassador** (94/3713dwt, GBR) arrived 02/01/2015 from Warrenpoint and sailed 03/01/2015 for Sfax.

**Hav Snapper** (91/2767dwt, BHS) arrived 04/01/2015 from Silloth and sailed 06/01/2015 for Bendorf.

**Bonay** (91/1891dwt, LVA) arrived 04/01/2015 from Antwerp and sailed 05/01/2015 for Bendorf via Rotterdam.

**Fast Sus** (96/3234dwt, BEL) arrived 04/01/2015 from Rotterdam and sailed 04/01/2015 for Flushing.

**Sea Charente** (96/2100dwt, NLD) arrived 05/01/2015 from Delfzijl and sailed 05/01/2015 for Margate Rds.

**Peak Oslo** (85/2376dwt, COK) arrived 09/01/2015 from King's Lynn and sailed 13/01/2015 for Rotterdam.

**Sea Shannon** (98/2268dwt, NLD) arrived 12/01/2015 from Erith and sailed 13/01/2015 for Margate Rds.

**Amadeus** (03/2250dwt, NLD) arrived 15/01/2015 from Rotterdam and sailed 16/01/2015 for Ghent.

**Frisium** (92/2355dwt, NLD) arrived 17/01/2015 from Rotterdam and sailed 17/01/2015 for Rotterdam.

**Pregol Hav** (85/2291dwt, ATG) arrived 18/01/2015 from Ghent and sailed 19/01/2015 for St. Malo.

**Nordic Diana** (96/4180dwt, NLD) arrived 21/01/2015 from Ust-Luga and sailed 22/01/2015 for Rotterdam.

**RMS Wanheim** (90/2620dwt, ATG) arrived 23/01/2015 from Le Legue and sailed 26/01/2015 for Inkoo.

**Celtic Explorer** (93/3604dwt, NLD) arrived 23/01/2015 from Leixoes and sailed 26/01/2015 for Bremen.

**Hav Marlin** (94/3030dwt, BHS) arrived 27/01/2015 from Amsterdam and sailed 28/01/2015 for Poole.

**Gerda** (89/1300dwt, LVA) arrived 28/01/2015 from Cork and sailed 28/01/2015 for Vlaardingen.

**Rimini** (08/2600dwt, NLD) arrived 31/01/2015 from Klaipeda.

### Lyme Bay

**Frank** (00/14895dwt, GIB) arrived 02/01/2015 from Plymouth and sailed 04/01/2015 for Plymouth, awaiting a berth.

**Thun Garland** (09/7559dwt, NLD) arrived 09/01/2015 from Falmouth and sailed 14/01/2015 for Slagen, awaiting orders.

**Genuine Ace** (12/18377dwt, LBR) arrived 09/01/2015 from Zeebrugge and sailed 21/01/2015 for Antwerp, drift sheltering.

**World Spirit** (98/14101dwt, LBR) arrived 10/01/2015 from Vigo and sailed 11/01/2015 for Zeebrugge, drift sheltering.

**Chipolbrok Star** (10/30346dwt, HKG) arrived 11/01/2015 from Antwerp and sailed 16/01/2015 for Civitavecchia, sheltering.

**Saga Crest** (94/47069dwt, HKG) arrived 13/01/2015 from Antwerp and sailed 15/01/2015 for Portocel, drift sheltering.

**Baltic Summer** (89/12942dwt, LBR) arrived 14/01/2015 from Vlissingen and sailed 16/01/2015 for Dakar, Sheltering & awaiting orders.

**Icebeam** (78/386dwt, SWE) arrived 22/01/2015, survey work.

**Florida Highway** (08/18930dwt, PAN) arrived 29/01/2015 from Emden and sailed 30/01/2015 for Brunswick, drift sheltering.

**Maersk Montana** (06/61499dwt, USA) arrived 30/01/2015 from Bremerhaven and sailed 31/01/2015 for New York, drift sheltering.

### **Babbacombe Bay**

**Rusich-2** (04/5485dwt, RUS) arrived 27/01/2015 from St. Petersburg, sheltering.

**Wilson Humber** (99/4167dwt, BRB) arrived 28/01/2015 from Rotterdam, sheltering.

**Wilson Malm** (80/5995dwt, MLT) arrived 28/01/2015 from Port Jerome and sailed 30/01/2015 for Aviles, sheltering.

**Sea Discovery** (12/9382dwt, CYP) arrived 29/01/2015 from Ostermoor and sailed 30/01/2015 for Oran, sheltering.

**Sea Ems** (96/2503dwt, ATG) arrived 29/01/2015 from Immingham and sailed 31/01/2015 for Limerick, sheltering.

**Niklas** (10/3657dwt, ATG) arrived 29/01/2015 from IJmuiden, sheltering.

**Neptun** (98/3210dwt, GIB) arrived 29/01/2015 from Rendsburg, sheltering.

**Annemieke** (98/9544dwt, ATG) arrived 29/01/2015 from Hamburg, sheltering.

**Vechtdiep** (00/7200dwt, LBR) arrived 30/01/2015 from Rendsburg, sheltering.

### **Tor Bay**

**Sea Kestrel** (93/2225dwt, CYM) arrived 08/01/2015 from Antwerp and sailed 10/01/2015 for Drogheda, sheltering.

**Gas Arctic** (92/3590dwt, MLT) arrived 08/01/2015 from Lyme Bay and sailed 15/01/2015 for Lyme Bay, sheltering.

**Sormovskiy-3051** (84/3184dwt, RUS) arrived 09/01/2015 from Kaliningrad and sailed 16/01/2015 for Avonmouth, sheltering.

**Grona Aalsum** (10/5134dwt, ATG) arrived 13/01/2015 from Rotterdam and sailed 16/01/2015 for Ringaskiddy, sheltering.

**Kovera** (95/2300dwt, RUS) arrived 17/01/2015 from Rotterdam and sailed 19/01/2015 for Castellon, sheltering.

**Keret** (94/2300dwt, RUS) arrived 19/01/2015 from Ust-Luga and sailed 21/01/2015 for Alger, sheltering.

**Ensemble** (05/9146dwt, NLD) arrived 28/01/2015 from Rotterdam and sailed 31/01/2015 for Bilbao, sheltering.

**Nordica Hav** (82/2299dwt, BHS) arrived 28/01/2015 from Hoganas, sheltering.

### **Start Bay**

**Clyde Fisher** (05/12984dwt, BHS) arrived 11/01/2015 from Plymouth and sailed 13/01/2015 for Plymouth, sheltering.

**Solent Fisher** (97/4970dwt, BHS) arrived 27/01/2015 from Portsmouth and sailed 29/01/2015 for Plymouth, sheltering.



*Two callers at Teignmouth in January were Nordic Diana (left) and Rimini. (Photographs: David Walker).*

## **50 Years Ago – February 1965**

*Tom Walker*

February 1965s arrivals at Teignmouth totalled 38 ships, similar to that of the previous month. Inward cargoes were predominantly Newton Abbot Power Station coal arriving on the Metcalf ships: DANIEL M. (448/36); ELLEN M. (534/36); MOIRA M. (678/37) (two cargoes); PAUL M. (478/38); and THOMAS M. (593/38). Household coal arrived from Goole aboard the FREMA (197/31), and two cargoes of coal dust arrived, one each from Guernsey and Jersey aboard the sailing ketch RESTULT (125/93). Much has been written elsewhere about the RESULT, a Barnstaple registered sailing vessel

that had been a 'Q' ship in WWI and continued trading until her owner passed away in the late sixties and the ship was laid up at Exeter. She is now in the Carrickfergus Museum, Carrickfergus being her place of build.

Other inward cargoes included: a part cargo of potatoes from Belfast; a part cargo of salt from Stettin via Plymouth; slates from Capelle; and timber from Blanckholm, Sweden. The salt cargo arrived aboard the West German ELSELOTTE REHDER (967/57), at the time slightly larger than normal callers with a deadweight tonnage of 1,406 tons.

Export cargoes were mainly ball clay, but included a cargo of coke going to Rotterdam, and a cargo of scrap steel for Rouen. The clay cargoes went to Finland, France, Italy, the Netherlands, Norway, Spain, Sweden, and West Germany with one cargo going coastwise to Ardrossan. Amongst the flags flown by callers were: British; Danish; Dutch; French; Irish; Spanish; and West German.

'Local' coastwise arrivals were from: Portsmouth; Totnes; Plymouth; Truro; Guernsey; Jersey; Hayle; Bridgwater; Avonmouth; and Newport. Apart from the ELSELOTTE REHDER, the only other arrival to break the 1,000 ton deadweight figure was the Dutch vessel LIFANA (500/59), managed by Carebeka, which was 1040 tons dwt. and took a cargo of ball clay to Naples. The amount of clay exported during February 1965 was 22,693 tons, nearly twice that of the previous month's total.

Callers at Brixham Breakwater included Everard's tanker ASPERITY (667/42), the Dutch coaster TJERK HIDDERS (479/59), bound from Quimper to Teignmouth to load ball clay, and the LIFANA outwards from Teignmouth for bunkers. The New Zealand Shipping Co.'s RANGITOTO (21,809/49) boarded a Channel pilot off Tor Bay for London on 14 Feb 1965.

During a visit to Plymouth early in the month, a number of coasters were present, Everard's tanker AGILITY (1,016/59) at Cattedown, Stephenson Clarke's GOSPORT (1,824/52), unloading coal in Sutton Harbour, the Dutch vessels DINA (198/39) and LENIE (400/62), the West German ELSELOTTE REHDER (967/57) unloading the first part of her salt cargo, LENA (211/31), and NORDKYN (424/58). The Danish coaster GRETE THYBO (298/58) and Everard's CENTURITY (770/56) were also in port. In the Cattewater the cable-ship JOHN W. MACKAY (4076/22) was alongside the stores hulk MACKAY BENNETT (1731/84) - famous for her part in the TITANIC story. Just sailing was the West German WIKING (422/54), light for Porthoustock. Out in the Sound, the MONICA M. (534/36) was at anchor. Alongside Spiller's Wharf in Millbay Docks, the Greek steamer MASTER ELIAS (5,500/38) was discharging timber from Vancouver; at 10,000 tons dwt. she was built by Short Bros. Ltd. at Sunderland. This vessel's cargo was one of a regular consignments of Canadian timber which were started in 1964 with the first one being on the KATERINA SAMONA (7144/43) due at Plymouth towards the end of 1964 but was delayed. Also in Millbay Docks was the research trawler SARSIA (319/53), built at Dartmouth.

The main reason for going to Plymouth was to see the delayed Liberty ship KATERINA SAMONA which had been towed into Plymouth Sound by the tug SERVICEMAN (330/45) several months late. She left Port Alberni with 10,000 tons of timber on what was supposed to take 44 days. Firstly she broke down, requiring repairs at Panama, then in December 1964, further boiler and engine trouble in an Atlantic storm resulted in her cargo shifting, and a distress call being sent out saying that she was sinking. The Smit tug MAAS towed her into the Azores where repairs were made, and she sailed again for Plymouth. On 28 December 1964 she again sent out a distress call as she had started to list badly and had fractured plating; this time Bugsier's ATLANTIC towed her into Ferrol, Spain. Repairs to her engine proved futile and so she left Ferrol in tow of the SERVICEMAN, arriving in the Sound to be met by Reynold's TREVOL which put her to anchor on 04 February 1965. The voyage had taken 120 days, and much of her deck cargo had been lost overboard. She was still in the Sound when I saw, so in those fixed lens days - no photographs. She was repaired at Plymouth and continued trading, under various names, until a further breakdown caused her to put into Colombo on a voyage from Calcutta to Japan with iron ore. On this occasion she was not repaired and was broken up at Kaohsiung in September 1967.

The KATERINA SAMONA had an earlier incident in April 1955 when she was in collision with the tanker ALVA STAR in the Southampton area when she was named VALENTINA BIBOLINI, this resulted in the liberty ship being beached. In December 1955 she collided with the VICTORIA CITY off the Dutch coast, the latter being lost.

In those pre-car days, I used to travel to Plymouth by train, walk around to Cattedown (no shortcut across Sutton Harbour then), fish and chips on the Barbican, and then walk around the Hoe to Millbay Docks, where access was normally OK. After finishing at Millbay, which then boasted an inner basin and dry-dock big enough to take a 10,000 ton ship, a bus trip from Union Street to Torpoint was often a possibility, and on this day that's what I did.

On the Torpoint Oil Jetty, was the CHERRYLEAF (12,402/53), an Admiralty chartered tanker owned by John I. Jacobs employed mainly on freighting duties. Astern of her at Reynold's tug moorings were the tugs ANTONY (137/21), CARBEILE (110/29), TACTFUL (112/09), TOLBENNY (124/28), and TREVOL (137/21). Also in the Tamar were several RFAs laid up, AIRSPRITE (970/43), BISHOPDALE (8,415/37), the sisters SURF PATROL (7,742/51) and SURF PIONEER (7,742/51), WAVE DUKE (8,199/45) and WAVE LAIRD (8,187/46). The tanker OLANA (12,713/45), used in the fifties Christmas Island nuclear bomb tests was also moored in the River awaiting her next cargo. The only new tug 'naval' that I noted was the BRENDA (38/63).

I only just managed to get the last train back to Teignmouth which left Plymouth in daylight, as it was not a good idea for a young impressionable lad to be around Union Street after dark.

On the River Dart, the CONSUL (277/96), a paddle steamer which was once owned by the Devon, Dock, and Pier Company of Exmouth, running excursions around Lyme Bay before the Second World War, arrived for conversion to a static club ship. She was scheduled to be renamed back to her original name DUKE OF DEVONSHIRE, but sadly within a few years she was towed away for scrapping on the River Itchen at Southampton.

### **75 Years Ago - February 1940**

Newspaper report in early February 1940 reported the River Teign freezing over in the Old Quay and New Quay areas. In early January, 23 degrees of frost had been registered leaving houses frozen up for over a week.

### **100 Years Ago - February 1915**

In December 1914, the German light cruiser KOLBERG (4,362 tons displacement) laid a minefield off Flamborough Head and on the 12 February 1915, the steamer TORQUAY (870/14) owned by the Renwick, Wilton & Co. of Dartmouth hit a mine off Filey Brigg while on a voyage from Torquay to Blyth to load coal. The damaged TORQUAY was towed into Scarborough for repairs, unfortunately a member of the crew was lost in this incident. It is believed that the mine was one laid by the KOLBERG. The KOLBERG had, with a number of German ships, under Admiral Hipper, taken part in a bombardment of the English Coast, between them attacking Scarborough, Hartlepool, West Hartlepool, and Whitby, with the KOLBERG attacking Hayburn Wyke and Scarborough with two other vessels on 16 December 1914. The number of British casualties was 137 killed and 592 injured. After the War, the KOLBERG was handed over to the French navy who renamed her COLMAR and kept her in service until 1927.

W. H. Smith's opened in their current premises in February 1915, not of great nautical interest, but I thought worth mentioning

Sources used: My own records, Teignmouth Post and Gazette (copies made available courtesy of Teignmouth Museum), The Liberty Ships by W.H. Mitchell and L. A. Sawyer, [www.naval-history.net](http://www.naval-history.net)

## **Northwind**

*David Worth*



Caught out by a change in wind direction was the Northwind, driven ashore in December 1964 on Hollacombe beach at Preston. The crew were rescued by shore-based coastguards using the Breeches Buoy pulley system. (Photograph: Collection of David F. J. Worth)