

# 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: March 2015

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## Branch Calendar

- 14/04/2015 Mostly from the Mediterranean (*Roland Whaite*)
- 12/05/2015 Ships Here and There (*David Eeles*)
- 09/06/2015 Container Ship Travels (*Andrew Hogg*)

## Branch Notes: February 2015

In February we again drew on the WSS's library of slide shows. This time we viewed photographs from the collection of Sid Belham. Our members had a most enjoyable evening viewing a selection of ships from the 1960s and 1970s, enhanced by an excellent script. Those members who remember the period were pleased to see some familiar faces, and those who could not enjoyed seeing what they had missed! We are looking forward to Part 2 next year. Our thanks to all those involved in the production of this excellent show.

### Southampton Branch Cruise – 13th June 2015

The regular Southampton branch cruise is on 13th June. For further details, email Southampton branch treasurer Andrew Hogg ([a.hogg048@btinternet.com](mailto:a.hogg048@btinternet.com)). This trip is always an excellent day out, and this year will provide the opportunity to photograph P&O's new *Britannia* and Royal Caribbean's forthcoming *Anthem of the Seas*.

## Shipping Movements: February 2015

### Teignmouth

- Paper Moon** (90/2717dwt, ATG) arrived 03/02/2015 from Lillebonne and sailed 03/02/2015 for Rotterdam.
- Eems Spring** (09/2600dwt, NLD) arrived 07/02/2015 from St. Malo and sailed 09/02/2015 for St. Malo.
- Celtic Ambassador** (94/3713dwt, GBR) arrived 08/02/2015 from Newport and sailed 09/02/2015 for Figueira da Foz.
- Iberica Hav** (99/2262dwt, BHS) arrived 08/02/2015 from Aveiro and sailed 10/02/2015 for Antwerp.
- Swift** (89/1377dwt, GBR) arrived 09/02/2015 from Teesport and sailed 10/02/2015 for Fowey.
- Sea Shannon** (98/2268dwt, NLD) arrived 10/02/2015 from Amsterdam and sailed 10/02/2015 for Plymouth.
- Sea Charente** (96/2100dwt, NLD) arrived 10/02/2015 from Erith and sailed 11/02/2015 for Ghent.
- Arion** (99/2500dwt, ATG) arrived 15/02/2015 from Rotterdam and sailed 17/02/2014 for Gaeta.
- Pasadena** (97/4250dwt, ATG) arrived 17/02/2015 from Avonmouth and sailed 18/02/2015 for Abu Kir.
- Martin** (86/1412dwt, GBR) arrived 18/02/2015 from Ipswich and sailed 20/02/2015 for Granville.
- Frisium** (92/2355dwt, NLD) arrived 18/02/2015 from Amsterdam and sailed 18/02/2015 for Amsterdam.
- Sandal** (93/2300dwt, RUS) arrived 19/02/2015 from Avonmouth and sailed 19/02/2015 for Rotterdam.
- Casablanca** (94/3002dwt, ATG) arrived 20/02/2015 from Roscoff and sailed 20/02/2015 for Casablanca.
- Clare Christine** (09/3850dwt, ATG) arrived 20/02/2015 from Amsterdam and sailed 21/02/2015 for Amsterdam.
- Aller** (05/2910dwt, ATG) arrived 22/02/2015 from Bordeaux and sailed 24/02/2015 for IJmuiden.
- Sea Kestrel** (93/2225dwt, CYM) arrived 22/02/2015 from Port Talbot and sailed 25/02/2015 for Falmouth.
- Fehn Capella** (96/2503dwt, ATG) arrived 22/02/2015 from Portbury and sailed 25/02/2015 for Casablanca.
- Swift** (89/1377dwt, GBR) arrived 24/02/2015 from King's Lynn and sailed 25/02/2015 for Dordrecht.
- Walter Hammann** (88/1323dwt, DEU) arrived 25/02/2015 from Ghent and sailed 25/02/2015 for Barking.

## Lyme Bay

**Gas Arctic** (92/3590dwt, MLT) arrived 15/01/2015 from Tor Bay, awaiting orders.

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

**Seabeam** (-/-dwt, GBR) arrived 08/02/2015, survey work.

**JS Danube** (12/63500dwt, SGP) arrived 20/02/2015 and sailed 20/02/2015 for Algeciras.

**Graceful Leader** (07/20986dwt, BHS) arrived 21/02/2015 from Zeebrugge and sailed 24/02/2015 for Halifax, drift sheltering.

**Hyundai Hope** (14/141868dwt, MHL) arrived 23/02/2015 from Southampton and sailed 24/02/2015 for Port Said, drift sheltering.

**Sichem Amethyst** (06/8817dwt, PAN) arrived 23/02/2015 from Rotterdam and sailed 24/02/2015 for Huelva.

**MTS Vanquish** (13/-dwt, VCT) arrived 27/02/2015 from Rotterdam.

**Ntugbu-1** (07/-dwt, NGA) arrived 27/02/2015 from Rotterdam.

## Babbacombe Bay

**Rusich-2** (04/5485dwt, RUS) sailed 02/02/2015 for Seville, sheltering.

**Sansibar** (08/7966dwt, ATG) arrived 22/02/2015 from Antwerp and sailed 24/02/2015 for Tarragona, sheltering.

**Niklas** (10/3657dwt, ATG) arrived 22/02/2015 from Halmstad and sailed 24/02/2015 for Leixoes, sheltering.

**Wilhelmine** (12/6374dwt, LUX) arrived 23/02/2015 from Rotterdam and sailed 24/02/2015 for Leixoes, sheltering.

**Cembay** (97/4477dwt, CYP) arrived 23/02/2015 from Bremerhaven and sailed 24/02/2015 for Glasgow, sheltering.

**Serdolik** (12/5027dwt, RUS) arrived 24/02/2015 from St. Petersburg and sailed 24/02/2015 for Waterford, sheltering.

**Ammon** (05/3800dwt, NLD) arrived 24/02/2015 from IJmuiden and sailed 24/02/2015 for Marin, sheltering.

**Sea Melody** (94/3713dwt, BRB) arrived 24/02/2015 from Gunness and sailed 24/02/2015 for Leixoes, sheltering.

## Tor Bay

**BBC Anglia** (97/4900dwt, ATG) arrived 21/02/2015 from Esbjerg and sailed 25/02/2015 for Canakkale, sheltering.

**RMS Twisteden** (02/2530dwt, ATG) arrived 22/02/2015 from Bremerhaven and sailed 24/02/2015 for Bermeo, sheltering.

**Vliediep** (01/7200dwt, LBR) arrived 22/02/2015 from Baltiysk and sailed 25/02/2015 for Bejaia, sheltering.

**Alida** (84/2690dwt, NLD) arrived 23/02/2015 and sailed 24/02/2015, sheltering.

**Syam** (93/2300dwt, RUS) arrived 23/02/2015 from Sutton Bridge and sailed 25/02/2015 for El Ferrol, sheltering.

**SCL Elise** (09/7694dwt, LBR) arrived 24/02/2015 from St. Petersburg and sailed 25/02/2015 for Vigo, sheltering.

**Ivan Kudryavtsev** (10/4496dwt, PAN) arrived 28/02/2015 from Koverhar.



*The end of February saw the latest inland waterway vessel arrive on passage to Nigeria, the products tanker Ntugbu-1 (07/3,229gt), shown left in Rotterdam in December in tow of MTS Vanquish (13/269gt) shown right passing Hoek van Holland in July 2013. (David Walker)*



*CSCL Pacific Ocean, currently the world's second largest container ship at 19,100 TEU, landed a pilot here on the afternoon of 13/02/2015. She was outward bound from Europe on her maiden voyage, en route from Europoort to Port Said. (David Walker)*

## **50 Years Ago – March 1965**

*Tom Walker*

March 1965's arrivals at Teignmouth were similar to the previous month; my records have a week missing, so no final total of arrivals can be given. Known inward cargoes were all Newton Abbot Power Station coal arriving on the Metcalf ships: DAVID M. (350/33); DANIEL M. (448/36); MOIRA M. (678/37); PAUL M. (478/38); and THOMAS M. (593/38).

Export cargoes were ball clay, with the exception of a cargo of coke going to Rotterdam aboard the Irish vessel MOSSVILLE (535/53), Dutch built as the METEOR, but sailed as the CASTLE COOMBE for the Bristol company Ald Shipping from 1954 to 1960 before being sold to John S. Monks Ltd. of Liverpool and renamed MOSSVILLE. At the time of this visit she was owned by Marine Transport Lines of Cork. In 1972 she was sold to Greek interests and renamed ANASTASIA and called at Teignmouth on her delivery voyage to the Mediterranean for ball clay. Sold on to Syrian interests in 1978, she was further renamed a couple of times before being broken up in 1986.

The clay cargoes went to Finland, France, Greece, Italy, the Netherlands, Norway, Portugal, Spain, Sweden, and West Germany and clay exports totalled 22,320 tons.

Amongst the flags flown by callers were: British; Danish; Dutch; French; Irish, and West German.

'Local' coastwise arrivals were from: Poole; Totnes; Portland; and Newport. The Dutch vessel HUNZE (500/56) was the largest vessel to call, in terms of deadweight, being 950 tons.

An indication as to the size of vessels entering Teignmouth at this time is that from the time that my records began, in 1955, until March 1965, less than 30 ships called with deadweight tonnages greater than 1,000 tons. My records are not complete, however, and at this time many of the British coasters did not have dwt tonnages recorded against them in Lloyd's Registers. With the biggest being 1,800 tons, what then caused a stir around the port for being so large then, would now cause interest for being so small! There were two exceptions in this size: the first being the ex German cruiser STUTTGART (3,754 full load disp.) that berthed alongside the Western Quay for scrapping in the 1920s (rumour has it that her hull was towed away and split fore-and-aft to provide a retaining wall for Dartmouth harbour); and the second was an unconfirmed 2,400 ton ship arriving at Teignmouth just after WWII, this was mentioned in conversations to me in the 1950s-1960s by local dockers but I have no proof to substantiate this one. The STUTTGART was in action at Jutland and had been converted to a seaplane-cruiser in 1918. I believe the company that started to dismantle her was Channel Shipbreakers and scrapped several ships at Teignmouth around that time. Maybe someone has further information about the Dartmouth element of this report, or further details on the 2,400 tonner?

During March 1965, I was sitting my 'O' levels at South Devon Technical College and as a result my records for this month suffered with no ships noted apart from those at Teignmouth.

Further afield, on the 27 March 1965, the tankers OTTO N. MILLER 29,859/63) and NORA (8,998/50) were in collision in the English Channel, resulting in both vessels catching fire and a large oil spill. The master of the NORA remained onboard and fire aboard her was put out by the Newhaven tug MEECHING, which then started to tow her to Rotterdam. The new towline parted and the West German tug HERMES stepped in and completed the tow to Rotterdam. There appears to have been much suspicion in Newhaven as to the cause of the MEECHING's new towline parting. The NORA was broken up in Santander later in 1965, and the OTTO N. MILLER was later renamed CHEVRON ODENSE, in 1973, and broken up at Kaohsiung in 1977. As far as I can discern, there was no loss of life.

Again, apologies for such a short article this month, but the affects of last minute revision on calculus, the corn laws, rather took most of my time. One lucky break though, the geography paper included a question on the South-West ports of England!

Sources used: My own records, Teignmouth Post and Gazette (copies made available courtesy of Teignmouth Museum), <http://www.kombuispraat.com>

## **Coaling at Brixham**

*David Worth has provided this article from the Meccano Magazine, October 1939, pp589*

I recently had the interesting experience of inspecting the collier "London City", which is permanently moored in the outer harbour at Brixham. I went out on a tug, and boarded the collier to find the ship "Neptune" just arriving to take coal aboard. One man was in charge of the furnaces, keeping them alight to provide steam from the boilers to provide steam from the boilers to work the winches and the donkey used for pumping water out of the bilges. This man showed me the engine room and the stokehold. The brass in the engine room is kept polished, although the ship has not been to sea for more than 20 years. Another man showed me the pilots cabin in the stern of the vessel. I also saw the buckets used for coaling, each of which holds a ton.

The collier is attached to the shore by an underwater cable which carries the telephone. The "London City" is of about 1,000 tons and ships up to 10,000 tons of all nationalities come alongside. When a ship is coming in to coal, the pilot is informed by telephone from either Plymouth or Southampton. An average of about 10 ships come alongside the collier each week. Once a month a ship from Newcastle or Cardiff come to reload her with coal, and this takes about two or three days.

*G. W. McGinity.*

*Bath*

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*Many thanks to this month's contributors: Rodge Musselwhite, Hugh Rodway, Tom Walker and David Worth. Contributions for future issues, either short articles or news with a local maritime theme, are welcome. Please email them to David Walker.*