

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: May 2015

Branch Calendar

- 12/05/2015 Ships Here and There (*David Eeles*)
- 09/06/2015 Container Ship Travels (*Andrew Hogg*)
- 14/07/2015 Baywatch (*John Eaton*)

Branch Notes: April 2015

In April we were visited by Roland Whaite, who presented “Mostly from the Mediterranean”, a journey around various Mediterranean islands shown in the form of ferries, old coasters and cruise ships. Roland presented an enjoyable and informative talk as usual, and we look forward to his next instalment. It was particularly good to see some familiar faces that had moved on to new careers in the Mediterranean, before inevitably ending up at the scrapyards in many cases.

Shipping Movements: April 2015

Teignmouth

Celtic Ambassador (94/3713dwt, GBR) arrived 02/04/2015 from Hull and sailed 05/04/2015 for Figueira da Foz.
Hydra (07/3150dwt, NLD) arrived 04/04/2015 from Sluiskil and sailed 08/04/2015 for Oostdyck Anchorage.
Parsival (95/3001dwt, ATG) arrived 05/04/2015 from Garston and sailed 07/04/2015 for Castellon.
Nina (97/2516dwt, BHS) arrived 07/04/2015 from Antwerp and sailed 07/04/2015 for Lillebonne.
Paper Moon (90/2717dwt, ATG) arrived 08/04/2015 from Amsterdam and sailed 10/04/2015 for Amsterdam.
Nina (97/2516dwt, BHS) arrived 10/04/2015 from Lillebonne and sailed 10/04/2015 for Rouen.
Pamir (94/3002dwt, ATG) arrived 13/04/2015 from Portbury and sailed 17/04/2015 for Aveiro.
Bonay (91/1891dwt, LVA) arrived 19/04/2015 from Swansea and sailed 20/04/2015 for Landskrona.
Casablanca (94/3002dwt, ATG) arrived 19/04/2015 from Sittingbourne and sailed 21/04/2015 for Casablanca.
Sea Ruby (92/2225dwt, CYM) arrived 20/04/2015 from Port Talbot and sailed 21/04/2015 for Sluiskil.
Paper Moon (90/2717dwt, ATG) arrived 21/04/2015 from Rotterdam and sailed 22/04/2015 for Amsterdam.
Linnau (06/3698dwt, ATG) arrived 22/04/2015 from Poole and sailed 24/04/2015 for Barcelona via Fowey.
Falcon (91/2225dwt, GBR) arrived 23/04/2015 from Teesport and sailed 24/04/2015 for Mistley.
Sea Ems (96/2503dwt, ATG) arrived 29/04/2015 from Amsterdam and sailed 30/04/2015 for Drogheda.
Pur Navolok (97/3747dwt, CYP) arrived 29/04/2015 from Portbury.

Lyme Bay

Moana (09/4500dwt, NLD) arrived 12/04/2015 from Brake and sailed 12/04/2015 for Bermeo.

Tor Bay

Suoyarvi (94/2300dwt, RUS) sailed 01/04/2015 for Cork.
Schokland (10/3300dwt, NLD) sailed 01/04/2015 for Ashdod.



*Nina (left) made two visits in April. Bonay right is shown arriving on the evening of 19th April.
(Photographs: David Walker).*

50 Years Ago – May 1965

Tom Walker

In May 1965, arrivals at Teignmouth totalled 58, although several of these were coal boats making a second call in the month. Inward cargoes were coal, one cargo of fertilizers, and one cargo of cider, the remaining vessels being in ballast for clay cargoes. The coal cargoes were from three locations, four household cargoes from Goole, a cargo of 'slack' coal for Newton Abbot Power Station from Guernsey (aboard the Dutch vessel FREMA (197/31)), and nine cargoes of Power Station coal from Amble. Unusually, all the Goole household coal arrived on Dutch ships with the exception of a cargo on Hull Gates' ROYALGATE (546/53). Sadly, from my point of view, although I didn't realise it at the time May 1965 marked the end of the virtual Metcalf monopoly in Amble coal cargoes; we had a good selection of their ships: DANIEL M. (448/36) - with two cargoes; MOIRA M. (678/37); MONICA M. (534/36); PAUL M. (478/38) - two cargoes; and THOMAS M. (593/38) - also two cargoes. On the last day of the month, the LESRIX (676/57) arrived from Amble with Power Station coal. J. R. Rix and their associated companies were to figure more in this trade in coming months at Metcalf's expense.

Early in the month, the Dutch ship ZWARTEWATER (336/40) brought a cargo of fertilizers coastwise from Fleetwood, but the most interesting arrival was the STAINLESS TANKER (500/64) from Caen with cider on the evening tide on 18 May 1965. Her cargo was destined for the Whiteway's Cider Works, near Exeter, and was transported to them in road tankers from the Bulwark company. The STAINLESS TANKER just topped the thousand tons in deadweight terms (1,016 tons) and had been built at Brevik in Norway the previous year. She was registered in Denmark and was listed in Lloyd's Register as an 'open shelter decked' chemical tanker; she sailed for Rotterdam, in ballast, a couple of days later. In 1974 the tanker was renamed STAIN and sold to the Cuban Government, reportedly for harbour work, subsequent details of her are confused with different names appearing in Lloyd's Register to those quoted on many websites, although Lloyd's no longer list her.

Again export cargoes were mainly clay, with a number of regular callers in the 900-950 ton range being the largest in that trade. The clay cargoes left in ships flying the following flags: Dutch (26); West German (11); Danish (3), and one British ship, the GLADONIA (658/63) which had arrived from Exmouth in ballast and sailed for Terneuzen. Two of the Dutch vessels that brought household coal from Goole loaded out, one with clay and the other with scrap steel for Rotterdam. The clay cargoes went to Belgium, Denmark, Finland, France, Italy, the Netherlands, Spain, Sweden, and West Germany, with the monthly cargo to Irvine in Scotland. Clay exports totalled 22,945 tons.

'Local' coastwise arrivals were from: Southampton; Cowes; Poole; Weymouth; Exmouth; Totnes; Plymouth; Truro; Guernsey; Avonmouth; Gloucester; and Milford Haven. On Sunday 30 May 1965, the West German coaster CHARLOTTE (491/15) which was alongside at Teignmouth, awaiting a clay cargo, as set adrift. Her situation was spotted by another ship's captain who jumped aboard the CHARLOTTE and alerted the crew who re-secured her. Four youths were taken into custody by the local police.

Morgan Giles, the local Teignmouth ship/boat builders launched two new boats, one a 6.5 ton yacht and the other was one of their standard design 48 foot Monaco cruisers for a Midlands company owner. The yard built many of the Monaco cruisers, of varying lengths, mostly for Mediterranean ownership. Often, in the summer months, those boats would be delivered to Italy as deck cargo aboard clay ships. The yard eventually closed in 1969 and was taken over by Honnor Marine who specialised in building plastic boats at their Totnes works. The site where the yard was is now occupied by the 'Morgan Reach' flats.

It was announced in May 1965 that the general freight facilities at Teignmouth station were to be withdrawn, along with those at other railway stations in the area, including Kingswear Wharves. Rail access to Totnes and Teignmouth

quay branch lines would be maintained.

The local Teignmouth paper, Teignmouth Post and Gazette, ran a column detailing the plans of a local development company to take over 'The Salty', a 'sand' island in the middle of Teignmouth harbour, with the intention of building a marina. Access would have been by boat only to a sun lounge and refreshment bar.

A visit to Plymouth this month saw the West German cargo ship ERIKA (1971/57) anchored in the Sound with the naval tanker TIDEFLOW (13,718/56), also moored in the Sound, along with the stores ship HEBE (4,823/62) and the old dredger ROCKSTONE (842/1907). Alongside in Plymouth were the Stephenson Clarke tanker FERNHURST (1,328/61) at Cattedown Wharf, the West German coaster MAGDA WEGENER (420/56) at Victoria Wharves, and Dagelish's WARKWORTH (9,721/62) at Spiller's Millbay berth. Bratt's Swedish GERTRUD BRATT (1530/57) was outward bound on her regular continental/coastwise run, probably for Bristol City Docks.

The only record relating to Tor Bay that I have for this month is the visit on 31 May 1965 of Everard's tanker ANTERIORITY (2003/54), which I believe was for Brixham Breakwater.

100 Years Ago - May 1915

On 28 May 1915 the ETHIOPE (3,794/1906) was torpedoed by U.41 forty miles SW of Start Point. The ship, which sank, was on a voyage from London and Hull for Calabar in Nigeria, and was registered in Liverpool and owned by Elder Dempster.

Sources used: my own records; Teignmouth Post and Gazette (copies made available courtesy of Teignmouth Museum); <http://uboat.net>.

Elsewhere in April

A selection of "local" vessels photographed elsewhere in April...



Frisium (left) and Danica Hav (right) at the Parkkade in the centre of Rotterdam, 26/04/2015. (Photographs: David Walker).

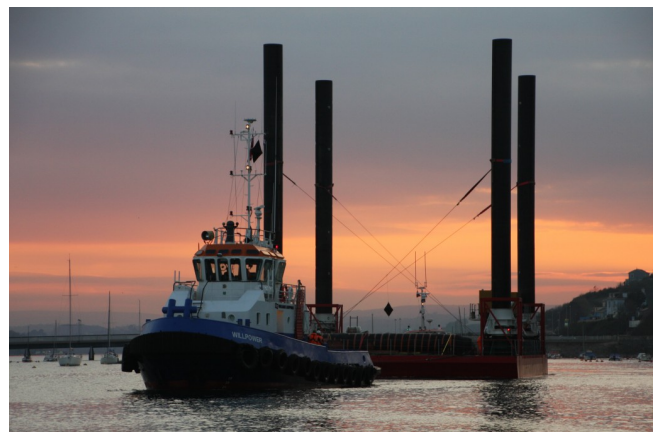
... as well as some less local vessels.



Maribo Maersk at Felixstowe (left) and Maersk Ceres at London Gateway (right), 25/04/2015. (Photographs: David Walker).

Sea Wall Works Ended

With the departure of the two Red 7 Marine-operated jack-up barges the restoration of the sea wall at Dawlish is virtually complete. The second of the two barges was taken away from the wall, returning to Teignmouth for a short period before departing under the tow of Williams Shipping's *Willpower* on the evening of 4th April. Here are a selection of photographs marking the completion of work.



Top: Willpower arriving with Haven Seariser 4 on 16/07/2014 (Tom Walker). Centre: TMS Maritime vessels Boojum Bay and Taska 1 escorting Haven Seajack 3 from Teignmouth to the sea wall on 11/01/2015 (David Walker). Bottom: Willpower departing Teignmouth for Milford Haven with Haven Seariser 4 (David Walker).

Many thanks to this month's contributors: 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.