

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: July 2015

Branch Calendar

- 14/07/2015 Members' Evening
- 11/08/2015 A Change of Korea (*Andrew McAlpine*)
- 08/09/2015 Members' Evening (*short talks on a maritime subject welcome*)

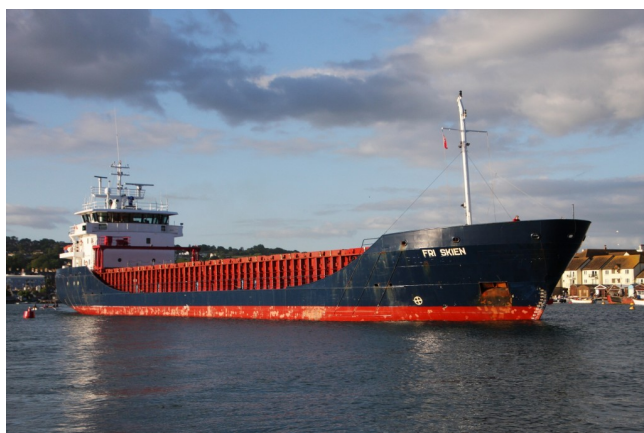
Branch Notes: June 2015

In June we welcomed back Andrew Hogg, who talked about a cruise taken last summer on one of the world's largest container ships, CMA CGM Christophe Colomb. Boarding the vessel in Le Havre, Andrew travelled to the far east and showed truly unique views of some of the world's largest ports operating. A particular highlight was his daytime transit of the Suez canal, and the assembled members were given an excellent insight into life on these now-ubiquitous vessels. Many thanks to Andrew for an excellent talk that was enjoyed by all.

Shipping Movements: June 2015

Teignmouth

- Olza** (90/2690dwt, POL) arrived 30/12/1899 and sailed 02/06/2015 for Amsterdam.
- Fri Skien** (90/3792dwt, CYP) arrived 31/05/2015 from Warrenpoint and sailed 03/06/2015 for Mjoesund.
- Pamir** (94/3002dwt, ATG) arrived 03/06/2015 from Sluiskil and sailed 03/06/2015 for Marchwood.
- Eems Spirit** (10/2650dwt, NLD) arrived 05/06/2015 from Lillebonne and sailed 05/06/2015 for St. Malo.
- Sea Shannon** (98/2268dwt, NLD) arrived 10/06/2015 from Amsterdam and sailed 11/06/2015 for Margate Rds.
- Melas** (10/3675dwt, ATG) arrived 12/06/2015 from Jorf Lasfar and sailed 15/06/2015 for Damietta.
- Arundo** (85/2892dwt, VCT) arrived 13/06/2015 from Belfast and sailed 15/06/2015 for Egersund.
- Fluvius Axe** (98/3193dwt, BHS) arrived 16/06/2015 from Fowey and sailed 17/06/2015 for Aveiro.
- RMS Neudorf** (90/2620dwt, ATG) arrived 18/06/2015 from Le Legue and sailed 19/06/2015 for Loviisa.
- Sea Shannon** (98/2268dwt, NLD) arrived 24/06/2015 from Amsterdam and sailed 25/06/2015 for Margate Rds.



*Two vessels to call at Teignmouth in June were Fri Skien (left) and Eems Spirit (right)
(Photographs: David Walker).*



*Two of June's Brixham callers were Samco Europe (left) and the brand-new Manchester Bridge (right)
(Photographs: Rodge Musselwhite).*

50 Years Ago – July 1965

Tom Walker

In July 1965, Teignmouth's arrivals totalled 48, with inward cargoes comprising of coal (three cargoes of Power Station 'slack', and one of household) and two cargoes of timber (from Barberg (? possibly Varberg in Sweden) and Veitsilouto, Finland), and one of slates from Kapelle. All the coal cargoes arrived aboard Dutch built ships: the 'slack' arriving from Amble (often reported as Warkworth in Lloyd's List) aboard the BOBRIX (584/57) and FYLRIX (598/62) - two cargoes; and the household aboard the VECTIS ISLE (213/39) shown in Lloyd's Register (1964-1965) as owned by Vectis Shipping Co. Ltd., of Cowes. The VECTIS ISLE was built as the Bazdo until 1959 and in 1969 her owners became Carisbrooke Shipping Ltd. In 1979 she became the Panamanian Estrella IV and in 1985 she developed an engine room leak in the River Tagus and was subsequently scrapped at Lisbon.

With the exception of one cargo of scrap steel for Rotterdam, export cargoes were all clay, totalling 23,291 tons. The largest ship to take clay was the Dutch vessel GITANA (500/57), with a deadweight tonnage of 1,055 tons, which sailed for Corinth via Fowey. As in previous months, there were a number of regular Dutch flagged callers in the 900-950 ton range, but other flags involved in the clay trade that month were British - the HOOCREEK (209/28); Danish; French; Spanish; and West German.

An interesting Danish ship, a fairly regular Teignmouth visitor, was the small ANHJ (384/25) which was a converted steamer built in 1925 by Smith's Dock at Middlesbrough as the Lochside II, she retained that name until 1956 when she became the Harglen for a short time before being sold to Danish owners later that year. As the SUNDBJERG she also called at Teignmouth until renamed ANHJ in 1963. Her new diesel engine was fitted in 1956. She continued to trade until 1975 when, as the Honduras flagged ARMOR she was arrested for smuggling offences of Ushant and was broken up two years later at Morlaix.

Clay cargo destinations were: Denmark, Finland, France, Greece, Ireland, Israel, Italy, the Netherlands, Portugal, Spain, Sweden, and West Germany. The process of vessels also 'topping up' at Fowey, presumably for china clay, continued.

'Local' coastwise arrivals were from: Shoreham; Cowes; Weymouth; Plymouth; Par; Falmouth; Appledore; Avonmouth; and Sharpness; with the majority of vessels arriving from the near Continent. Off Teignmouth the Town's 'adopted warship H.M.S. PELLEW arrived for a courtesy visit on 30th July 1965, remaining until 01 August 1965. She was a Blackwood class (Type 14) frigate - F62. Completed in July 1956, she was scrapped at Fleetwood in 1971 having been part of the Second Frigate Squadron, based at Portland.

In Parliament it was announced that additional licences for oil and gas exploration would soon be issued to permit exploratory drilling work to take place in areas about 20 miles offshore between Dover and Teignmouth, specifically between Portland and Teignmouth. I'm not sure what happened about this, but there was talk of large oil deposits being found under Lyme Bay, but that the oil companies preferred to reserve the area for tanker use, but these rumours arose later in the 60s when Shell, BP, and Esso were all using the Bay for the lightening of tankers which arrived too deep for their Continental destinations.

Having completed my days as a student at South Devon Technical College (the proper college in Torquay!), I had to get temporary employment while awaiting my 'O' level results. My July days were spend working for Devon County Council on their Torbay Traffic Survey, interviewing motorists on either end of Shaldon Bridge, and riding the various buses handing out questionnaires. This meant that time for looking at ships away from Teignmouth was limited, although

much time was spent, profitably for me, irritating motorists.

The only vessel that I recorded piloting that month was the Shaw Saville's ZEALANDIC (7,646/65), boarding a pilot with the destination of the Thames. Again this does not truly reflect the number of Tor Bay callers, just my bad luck in not seeing many!

On the 29th, I managed a trip to Plymouth where the only ships recorded were the West German coaster ANNEGRET (423/57); the Spanish vessel IRUS (1657/64), anchored in Plymouth Sound - awaiting a clay cargo; and two vessels in Millbay Docks with timber, the West German THOMAS SCHULTE (1998/57) and the Swedish bulk carrier MIGOLINA (11082/62) alongside the Spiller's Wharf at Millbay discharging timber from British Columbia, Canada.

On 13 July 1965, the submarine TIPTOE was in collision with the frigate YARMOUTH ten miles south of Portland Bill, both vessels proceeding back to port successfully.

100 Years Ago - July 1915

According to Lloyd's War Losses, in July 1915, 101 ships, totalling 112,000 tons gross were lost due to enemy action, although, no significant losses were in local waters.

Slightly further afield, with a local connection, on 31 July 1915, the Pacific Steam Navigation's Galicia (5922/1901) struck a mine two miles from the North Goodwin Light-Vessel on a voyage from London to Liverpool with general cargo. She was beached, successfully refloated and later returned to service. The mine was believed to have been laid by the German submarine UC1. The significance of the Galicia is that much later, on 12 May 1917, on a voyage from Liverpool (presumably via London) to Valparaiso, again with general cargo and mail, she hit another mine, this time laid by UC17. As previously she tried to make for the shore but this time sank in a position 50° 32'N 03° 24' W, about three miles east of Teignmouth. No loss of life was reported thanks to the effort of local boats. Much of her cargo was salvaged by locals, including a car and large consignment of bowler hats, resulting in that head gear being common place amongst local boatmen and fishermen. To this day diving and fishing trips take place on the wreck site, although the wreck has been somewhat dispersed by explosives. Often small boats can be spotted in the summer due east of the Parson and Clerk rocks on that site.

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

Some reminiscences of Southampton and Poole

David Eeles

Inspired by Ken Cload's marvellous piece for David's WSS Torbay newsletter I delved into the oldest photo album I have to find the evidence of a trip from Margate to Southampton (staying with relatives I think) in Aug./Sept 1958, when I was all of 12 years old! I was lucky enough to see most of the famous big liners but was more fascinated by the smaller bunkering tankers etc. Unfortunately any notebooks I had have long gone, but the (sadly pretty poor) pictures tell the story.



We tend to think nostalgically of the days when exotic American freighters such as the Margaret Lykes (left) could be seen at Southampton docks but as we saw on the Solent trip they can still be seen, if rather less elegant. Seems unbelievable that I could have wandered into Ocean Dock and taken this classic photo (right) of the 2 Queens (I think the one on the right is the QE) together.



Not to be left out the United States was captured from Hythe Pier (right) as was the Oranje (left) with her amazing tumble-home hull.





A trip on the IOW ferry brought the Esso Appalachee (top-right) and Niarchos World Sincerity (top-left). I think the South Coast Sand boat is the Sand Wader (middle-left) also seen en route to Cowes. We evidently managed a trip to Poole where I was lucky enough to catch the Poole Quay coming out of Hamworthy Lake with the lovely little Wendy Ann helping. Some 1971/3 Teignmouth shots next time.

Many thanks to this month's contributors: David Eeles, 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.