

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 2016

Branch Calendar

- 14/01/2016 Ships of the 1990s (*David Hawkins*)
- 11/02/2016 Ships of the 1970s and 1980s (*WSS slide show*)
- 10/03/2016 Malta (*Tom Walker*)

Branch Notes: December 2015

Our December meeting began with our AGM, during which branch treasurer David Hawkins stood down after two years service, for which we thank him. He is succeeded by Colin Baigent. This was followed by festive refreshments and a presentation by our secretary, David Walker who recounted his trip to Rotterdam and Vlissingen this summer and featured a day when four 18,000 TEU container ships were in port at Rotterdam, a notable first for that port. A very enjoyable and well informed evening with an interesting variety of shipping shown.

Shipping Movements: December 2015

Teignmouth

- PAPER MOON** (90/2717dwt, ATG) arrived 01/12/2015 from Amsterdam and sailed 02/12/2015 for Rotterdam.
- BEN VARREY** (85/1544dwt, IOM) arrived 08/12/2015 from Amsterdam and sailed 09/12/2015 for Amsterdam.
- RIMINI** (08/2600dwt, NLD) arrived 09/12/2015 from Klaipeda and sailed 12/12/2015 for Newport.
- HEKLA** (08/3150dwt, NLD) arrived 12/12/2015 from Rotterdam and sailed 13/12/2015 for orders.
- SEA KESTREL** (93/2225dwt, CYM) arrived 12/12/2015 from Port Talbot and sailed 16/12/2015 for Terneuzen.
- HAV ZANDER** (90/2999dwt, BHS) arrived 12/12/2015 from Belfast and sailed 14/12/2015 for Shoreham.
- PAPER MOON** (90/2717dwt, ATG) arrived 13/12/2015 from Ghent and sailed 13/12/2015 for Amsterdam.
- SUNTIS** (85/1564dwt, DEU) arrived 13/12/2015 from Brugge and sailed 14/12/2015 for Amsterdam.
- STEFAN K** (95/3710dwt, NLD) arrived 17/12/2015 from Rotterdam and sailed 18/12/2015 for Hamburg.
- CELTIC VIGOUR** (95/2489dwt, ATG) arrived 20/12/2015 from Aveiro and sailed 21/12/2015 for Fecamp.
- NORTRADER** (12/2600dwt, ATG) arrived 24/12/2015 from Perth and sailed 30/12/2015 for Casablanca.
- PAPER MOON** (90/2717dwt, ATG) arrived 28/12/2015 from Amsterdam and sailed 29/12/2015 for Rotterdam.
- FREM NORDICA** (86/1601dwt, DIS) arrived 29/12/2015 from Klaipeda and sailed 29/12/2015 for Southampton.
- SEA CHARENTE** (96/2100dwt, NLD) arrived 29/12/2015 from Lillebonne and sailed 02/01/2016 for Margate Rds.

Lyme Bay

- NORDEROOG** (04/16921dwt, GIB) arrived 05/12/2015 from Bremerhaven and sailed 06/12/2015 for Liverpool, sheltering.
- SYN ZAURA** (00/4175dwt, ITA) arrived 25/12/2015 from Butzfleth and sailed 27/12/2015 for Donges, sheltering.
- FANFARE** (07/12651dwt, ATG) arrived 29/12/2015 from Argentinia and sailed 30/12/2015, orders.
- MARGUERITE ACE** (09/17237dwt, CYM) arrived 06/12/2015 from Zeebrugge and sailed 08/12/2015 for Koper, sheltering.

Babbacombe Bay

WILHELMINE (12/6374dwt, LUX) arrived 21/12/2015 from Europoort and sailed 24/12/2015 for Leixoes, sheltering.

MTS VICTORY (76/-dwt, GBR) arrived 27/11/2015 from Rotterdam and sailed 10/12/2015 for Devonport, towing cassion K14.

UR101 (93/10093dwt, NOR) arrived 17/12/2015 from Steinvig and sailed 30/12/2015.

MTS VISCOUNT (77/318dwt, NLD) arrived 17/12/2015 from Steinvig and sailed 17/12/2015 for Falmouth, towing UR101.

MTS VICTORY (76/-dwt, GBR) arrived 17/12/2015 and sailed 25/12/2015, towing UR101.

Tor Bay

FLUVIUS PLYM (98/3211dwt, BHS) arrived 30/11/2015 from Dieppe and sailed 01/12/2015 for Belfast, sheltering.

RIVER TRADER (89/1399dwt, LBR) arrived 02/12/2015 from Emden and sailed 02/12/2015 for Drogheda, sheltering.

RMS WEDAU (85/2312dwt, ATG) arrived 03/12/2015 from Rotterdam and sailed 06/12/2015 for Cork, sheltering.

SUOYARVI (94/2300dwt, RUS) arrived 19/12/2015 from Ust-Luga and sailed 24/12/2015 for Algeirs, sheltering.

RMS TWISTEDEN (02/2530dwt, ATG) arrived 20/12/2015 from Rotterdam and sailed 24/12/2015 for Pasajes, sheltering.

KOVERA (95/2300dwt, RUS) arrived 28/12/2015 from Sutton Bridge and sailed 28/12/2015 for Bilbao, sheltering.

FANFARE (07/12651dwt, ATG) arrived 30/12/2015 from Lyme Bay, sheltering.

MTS VISCOUNT (77/318dwt, NLD) arrived 29/12/2015 from Babbacombe Bay, sheltering.

BLUE FURY (10/16371dwt, PAN) arrived 30/12/2015 from Muuga, sheltering.

NORTRADER (12/2600dwt, ATG) arrived 31/12/2015 from Teignmouth, sheltering.

Torquay

M. P. R. 1 (10/-dwt, NLD) arrived 03/12/2015 from Vlissingen and sailed 06/12/2015 for Belfast, sheltering.

Dartmouth

LADY LARA (09/202dwt, CYM) arrived 27/11/2015 from Amsterdam and sailed 10/12/2015 for Caribbean, sheltering.

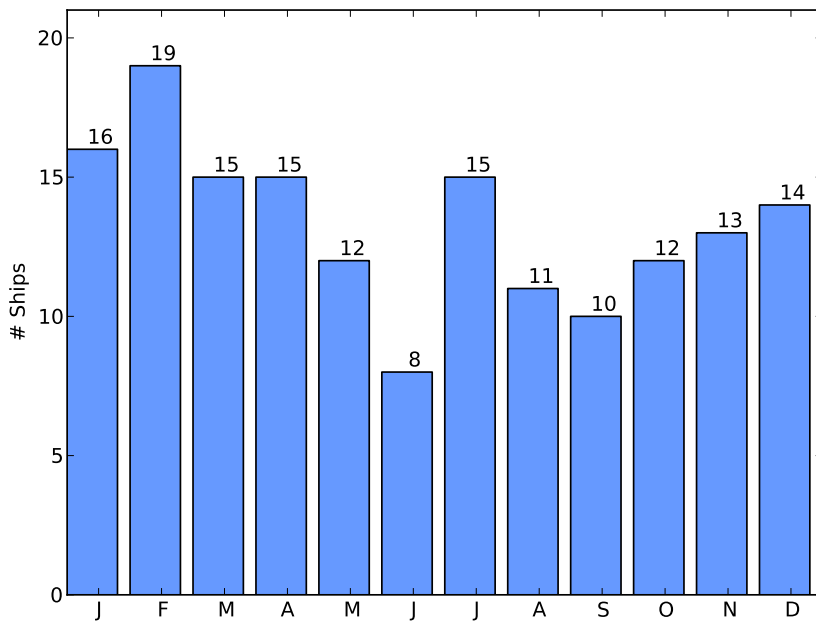


*Mid-December saw the maiden call of Wagenborg Shipping's Hekla (left). A few days later the newly renamed Celtic Vigour (right) arrived. She had previously visited Teignmouth in the mid 1990s as RMS Algol.
(Photographs: David Walker).*



The Christmas period has seen the usual collection of sheltering vessels off our coast, both anchored and drifting. *Glorious Leader* landed an over-carried Southampton pilot on the evening of 30th December (left, shown passing Calshot earlier that day), while *Jork Rider* anchored off Teignmouth on Christmas Eve. (Photographs: David Walker).

Summary: Teignmouth in 2015



While being a quieter year, in terms of the total number of callers, 2015 was a good year for shipping at Teignmouth. The most frequent caller was again Paper Moon, visiting twelve times during the year; Sea Kestrel called six times, and there were five calls each from Sea Charente and Sea Shannon. A highlight was Hebridean Princess's visit in July, and the new regular stone trade from Belfast has generated further traffic at the port.



[DJW]

50 Years Ago – August 1965

Tom Walker

Of the 47 ships which entered Teignmouth in August 1965, nine brought cargoes, the rest arriving in ballast. The inward cargoes consisted of one of fertilizers from Rotterdam with the balance being coal. An unusual factor in the coal cargoes was that the household coal shipments equalled the power station coal shipments. The household coal arrived from Goole aboard the Dutch vessel ANTILOPE (199/39), the Danish ALFA (299/64), and Wharton's BURTONIA (498/58-60) and TRYONIA (481/49), both Dutch built, with the BURTONIA unusually sailing for Exmouth with a part cargo of coal still aboard. All the 'slack' coal arrived from Amble aboard Rix vessels, the FYLRIX (598/62), JONRIX (584/57), KENRIX(592/60), LESRIX (676/57).

The month's clay cargoes totalled 22,951 tons, with cargoes going to Denmark, Finland, France, Italy, the Netherlands, Spain, Sweden, and West Germany. No ships were reported stopping at the Cornish port to 'topping up' and significantly no cargoes left for the Eastern Mediterranean (Greece and Israel) during the month. Clay was exported in vessels flying the Belgian, British, Danish, Dutch, French, Spanish, and West German flags. Many of the callers in the clay trade were operating on long term charters and were frequent visitors at this time but none were of any notable size, I believe all being under 1,000 tons deadweight.

'Local' coastwise arrivals were from: Shoreham; Portsmouth; Southampton; Poole; Topsham; Exeter (three vessels); Totnes; Bristol; Avonmouth; and Newport (Mon); but again most vessels arrived from the near Continent.

Off Teignmouth the Town's 'adopted' warship H.M.S. PELLEW (F62) left after her courtesy visit which lasted from 30th. July 1965, until 01 August 1965.

As my work on the Torbay Traffic Survey had come to an end, I now worked in Dad's shop in the mornings and as a kitchen porter in the Cherry Tree Restaurant (now the Seaview Grill) in Teignmouth during afternoons and early evenings. Time to catch passing ships was limited to my view from the kitchen which was non-existent so I have no records relating to Tor Bay callers for this month. I did manage to photograph the French ferry LISIEUX (2943/52) one morning at Torquay on one of her occasional visits, I think she was on the Channel Islands run; my photograph shows her either arriving or sailing, but I'm not sure which.

I managed to squeeze in one half day trip to Plymouth where the ships noted were Power Steamship's HUNTSVILLE (6,849/57 - wrecked in 1973) at the Millbay Spiller's Grain Terminal, MacCallum's new coaster ARDGARVEL (1121/65) also in Millbay Docks (the ARDGARVEL finished her days as a livestock carrier), and the Spanish TOMAS RUIZ DE VELASCO (997/62) which was converted to a lpg carrier in 1967 and renamed BUTAOCHO, also under the Spanish flag.

As noted above, three vessels arrived at Teignmouth from Exeter which is worth further comment. Teignmouth operated as a sub-port of Exeter until it gained independence in 1852. Ships bound for Exeter were and are still restricted in size by the Exeter Canal lock size, and in the 1960s, confusion over one ship, the TIM, necessitated her being unloaded at Topsham. The ship that arrived was a West German vessel, larger than the one expected. In May 1944, the bridges down-stream over the canal were used for D-Day training for the capture of Pegasus and Horsa Bridges in France. Post-war, the Exeter rebuilding plan gave serious consideration to enlarging the locks to enable the passage of 600 ton ships, but nothing came of this idea. The ships which traded to Exeter in the 1960s fell into two distinct categories, tankers mainly with fuel oil, often for the areas buses, and miscellaneous dry cargo. The oil was unloaded at a berth cut into the side of the canal near the City Basin, and cargoes arrived for both Regent, and Shell. The timber wharf, operated by Gabriel Wade was slightly further downstream. Other dry cargoes, mainly oyster shell, were unloaded in the Basin. The three vessels which were reported as arriving from Exeter in August 1965 were the DRITTURA (190/28/NLD), GOEREE (204/27/NLD), and CHRISTA JURGENS (212/61/DEU). The GOEREE had been a regular visitor to Exeter with timber, but no records in my Exeter information exist on the cargoes of the other vessels. The tankers using Exeter were all regulars, the Shell-Mex & BP BEN JOHNSON (228/38), Rowbotham's GUIDESMAN (233/38) and TILLERMAN (220/31) and the later ESSO JERSEY (313/61), purpose built for running cargoes from Fawley to Exeter with occasional trips to the Channel Islands. Eventually, the ESSO JERSEY became the only tanker to run to Exeter where she unloaded in the Basin, with there were somewhat fewer calls by timber ships, usually by the JENJO (200/39/NLD). During the UK Seamen's strike in 1966, the ESSO JERSEY was laid up at Exeter Basin, one of three ships idle in local ports for several weeks, the others being the LADY SANDRA (356/58) at Teignmouth, and the ESSO CAERNARVON (1103/62) at Brixham's Inner Harbour. The ESSO JERSEY's last call at Exeter was in July 1971. The other ship using the Canal, albeit only to the Countess Wear sewage works was the Poole built S.W.2 (256/63), later known as the COUNTESS WEAR. In January 1999 the COUNTESS WEAR journeyed up to the City Basin for a ceremonial visit after EU regulations marked the end of her sewage dumping role. She eventually crossed the Atlantic to the West Indies, but I have no further details of her whereabouts or usage. Her delivery trip seems a bit of a mystery, her Canal based skipper took her out of the Exe and was reportedly landed by Teignmouth Pilots before the ship continued to the Caribbean, missing out on a planned call at Penzance.

Much of the information re Exeter comes from David Wheeler's in-depth article 'The Port of Exeter' in the journal 'Maritime South West', the Journal of the South West Maritime History Society and Martin Benn's analysis of Exeter Trade which form the appendices to that article - which is gratefully acknowledged. One reference in that publication that I find interesting, is mention, by a person interviewed, of Exeter calls of the tanker 'Esso Guernsey' which I cannot find any details of, if any reader knows more about that ship, I would be interested to hear them. On the wider scene, amongst the new ships brought into service this month was the Russian passenger vessel ALEKSANDR PUSHKIN, completed by VEB Mathias-Thesen Werft in Wismar (then East Germany) for the state owned Baltic Shipping Company. She still operates today, as the MARCO POLO (22,080/65).

100 Years Ago - August 1915

It was reported in the local newspaper, the Teignmouth Post, that only two ships arrived at Teignmouth during week commencing 13 August 1915.

Sources used: my own records; Teignmouth Post and Gazette (copies made available courtesy of Teignmouth Museum).

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.