

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: February 2016

Branch Calendar

- 11/02/2016 Ships of the 1970s and 1980s (*WSS slide show*)
- 10/03/2016 A Cross to Malta (*Tom Walker*)
- 14/04/2016 Cornish Ports (*Krispen Atkinson*)

Branch Notes: January 2016

For our first meeting of 2016, David Hawkins showed a selection of his photographs taken while at sea in the early 1990s. David worked on survey vessels belonging to Gardline, and so many of the vessels had an “offshore” flavour, though we saw a range of other types of ship too. David presented the photos with an interesting commentary, describing the types of work that he was engaged in at the time. Many thanks to David for his efforts in scanning all of the photos – they were greatly appreciated by everyone.

Shipping Movements: January 2016

SEA CHARENTE (96/2100dwt) - arrived 29/12/2015 from Lillebonne and departed 02/01/2016 for Margate Rds
VICTRESS (92/2386dwt) - arrived 01/01/2016 from Liverpool and departed 04/01/2016 for Porthoustock
RIMINI (08/2600dwt) - arrived 06/01/2016 from Amsterdam and departed 07/01/2016 for Le Havre
CELTIC AMBASSADOR (94/3713dwt) - arrived 06/01/2016 from Caen and departed 07/01/2016 for Barcelona
COUNTESS ANNA (94/2684dwt) - arrived 06/01/2016 from Blyth and departed 09/01/2016 for Castellon
NINA 1 (84/1485dwt) - arrived 06/01/2016 from Portland and departed 06/01/2016 for Rotterdam
SUNTIS (85/1564dwt) - arrived 09/01/2016 from Ipswich and departed 11/01/2016 for Landskrona
SEA CHARENTE (96/2100dwt) - arrived 10/01/2016 from Erith and departed 11/01/2016 for Ghent
LADY ANNA (12/3700dwt) - arrived 12/01/2016 from Belfast and departed 13/01/2016 for Falmouth
BBS SURF (00/3171dwt) - arrived 14/01/2016 from Waterford and departed 15/01/2016 for Aveiro
CELTIC ENDEAVOUR (97/3702dwt) - arrived 19/01/2016 from Liverpool and departed 21/01/2016 for Sfax via Fowey
PERU (98/4279dwt) - arrived 22/01/2016 from Leixoes and departed 25/01/2016 for Damietta via Fowey
CALYPSO (11/3850dwt) - arrived 23/01/2016 from Reydarfjordur and departed 26/01/2016 for Ravenna
CATANIA (12/2595dwt) - arrived 27/01/2016 from Le Legue and departed 28/01/2016 for Figueira da Foz
GERARDA (06/4537dwt) - arrived 30/01/2016 from Birkenhead and departed 01/02/2016 for Aliaga via Fowey and Falmouth

Lyme Bay

GLEN CANYON BRIDGE (06/71291gt, container ship) - arrived 04/01/2016 from Rotterdam and departed 05/01/2016 for New York (sheltering)
FRANK (00/14895gt, chemical/oil tanker) - arrived 09/01/2016 from Whitegate and departed 11/09/2016 for Antwerp (awaiting orders)
IRIS ACE (11/14349gt, vehicle carrier) - arrived 19/01/2016 from Tema and departed 26/01/2016 for Bremerhaven (awaiting orders)
SPLENDID ACE (03/19893gt, vehicle carrier) - arrived 09/01/2016 from Sheerness and departed 11/01/2016 for Walvis Bay (sheltering)
ONYX ARROW (06/21087gt, vehicle carrier) - arrived 09/01/2016 from Amsterdam and departed 11/01/2016 for Singapore (sheltering)
STI LAUREN (15/109999gt, crude/oil products tanker) - arrived 19/01/2016 from Singapore (awaiting orders)
MARNE (05/3539gt, general cargo) - arrived 31/01/2016 from St. Nazaire and departed 05/02/2016 for Southampton (awaiting orders)

CITY OF PARIS (99/2793gt, vehicle carrier) - arrived 26/01/2016 from Newcastle and departed 27/01/2016 for Santander (sheltering)

Babbacombe Bay

HELAS (01/3783gt, general cargo) - arrived 08/01/2016 from IJmuiden and departed 13/01/2016 for Marin (sheltering)

SEG (93/2300gt, general cargo) - arrived 09/01/2016 from Antwerp and departed 13/01/2016 for Foynes (sheltering)

DANICA HAV (84/1720gt, general cargo) - arrived 10/01/2016 from Bremen and departed 13/01/2016 for Marin (sheltering)

WILHELMINE (12/6374gt, ro-ro) - arrived 11/01/2016 from Europoort and departed 12/01/2016 for Leixoes (sheltering)

OYA1 (86/1276gt, general cargo) - arrived 11/01/2016 from Hals and departed 12/01/2016 for Las Palmas (sheltering)

KERET (94/2300gt, general cargo) - arrived 11/01/2016 from Gdynia and departed 13/01/2016 for Le Legue (sheltering)

ARA ATLANTIS (07/11435gt, container ship) - arrived 26/01/2016 from Antwerp and departed 27/01/2016 for Vigo (sheltering)

WILHELMINE (12/6374gt, ro-ro) - arrived 26/01/2016 from Europoort and departed 27/01/2016 for Leixoes (sheltering)

Tor Bay

FANFARE (07/12651gt, general cargo) - arrived 30/01/2015 from Lyme Bay and departed 10/01/2016 for Portland (awaiting orders)

MTS VISCOUNT (77/318gt, tug) - arrived 29/12/2016 from Lyme Bay and departed 13/01/2016 for Termini Imerese, Sicily (sheltering)

BLUE FURY (10/16371gt, general cargo) - arrived 30/12/2015 from Muuga and departed 02/01/2016 for Jorf Lasfar (sheltering)

NORTRADER (12/2600gt, general cargo) - arrived 31/12/2015 from Teignmouth and departed 02/01/2016 for Casablanca (sheltering)

ESENIYA (99/4555gt, general cargo) - arrived 06/01/2016 from St. Petersburg and departed 12/01/2016 for Port Said (sheltering)

BLUE DRAGON (07/3796gt, general cargo) - arrived 06/01/2016 from Liepaja and departed 13/01/2016 for Jorf Lasfar (sheltering)

OOSTERSCHELDE (18/350gt, passenger ship) - arrived 07/01/2016 from Dieppe and departed 07/01/2016 for Falmouth (sheltering)

ARESSA (78/2649gt, general cargo) - arrived 09/01/2016 from Riga and departed 13/01/2016 for Villagarcia de Arosa (sheltering)

MTS VENGEANCE (88/89gt, tug) - arrived 21/01/2016 from IJmuiden and departed 24/01/2016 for Gibraltar (sheltering)

HILA (77/1500gt, hopper barge) - arrived 21/01/2016 from IJmuiden and departed 24/01/2016 for Gibraltar (sheltering - under tow of MTS Vengeance)

MTS VENGEANCE (88/89gt, tug) - arrived 25/01/2016 from IJmuiden (sheltering)

HILA (77/1500gt, hopper barge) - arrived 25/01/2016 from IJmuiden (sheltering - under tow of MTS Vengeance)

KERET (94/2300gt, general cargo) - arrived 31/01/2016 from Riga and departed 03/02/2016 for Dundalk (sheltering)

RMS TWISTEDEN (02/2530gt, general cargo) - arrived 30/01/2016 from Rotterdam and departed 01/02/2016 for Vigo (sheltering)

CLARE CHRISTINE (09/3850gt, general cargo) - arrived 31/01/2016 from Hamburg and departed 02/02/2016 for Belfast (sheltering)



*Two callers at Teignmouth were Suntis (left, 10/01/2016) and Celtic Endeavour (19/01/2016), making her first call to the port having been acquired by the Willie Group last year.
(Photographs: David Walker)*



*Glen Canyon Bridge (left, with fleetmate Galveston Highway in the background) and Eseniya (right) sheltering recently.
(Photographs: Rodge Musselwhite)*

2016 Cruise Visits

The following cruise vessels are due to call in *Tor Bay* this year:
Albatros (2nd May); **Hanseatic** (11th June); **Artania** (20th June); **Amadea** (20th July); **Seabourn Quest** (5th August); **Artania** (25th August); and **Amadea** (22nd September).

The following vessels are due to call at *Dartmouth* this year:
National Geographic Explorer (16th April); **Ocean Nova** (1st May); **Serenissima** (9th May); **Europa** (13th May); **National Geographic Orion** (8th June); **Aegean Odyssey** (23rd June); **National Geographic Orion** (30th June); and **Sea Cloud II** (23rd August).



Artania departing Tor Bay in September 2013. (David Walker)

50 Years Ago – September 1965

Tom Walker

During September 1965 there were 56 arrivals at Teignmouth of which 44 arrived in ballast, two with maize (one cargo each from Rotterdam and Amsterdam), eight with coal (all for the Newton Abbot power station), and one of each, slates and onions, both reported as from St. Malo although slates normally came from the low countries.

These days, health and safety is often the butt of jokes, usually made in ignorance of what has been achieved under that banner in the past 50 years, especially in the case of dockside cargo handling. The slate cargoes processed at Teignmouth invariably contained asbestos and the bulk clay loading from the clay ramps would result in dust which meant the dockers concerned returning home at the end of the day ghostly white from the dust. Dockers nationwide have benefitted from health and safety improvements - in the fifties asbestos from South Africa would be discharged by grab, often into piles on the quay, with those concerned in the operation not wearing any additional protection.

Back to Teignmouth, most of the coal cargoes arrived in Rix vessels, BOBRIX (584/57) - two cargoes, FYLRIX (598/62), KENRIX (592/60) - three cargoes, and LESRIX (676/57). Additionally the Dutch vessel ASPERA (385/57), like the Rix boats also brought coal from Amble. The onions arrived aboard the little Dutch built French ship LE GOELO (495/53) managed by Agence Maritime de l'Quest and registered in Paimpol. The LE GOELO, now a regular visitor to Teignmouth had also visited Teignmouth when Dutch owned as the NOORDERLICHT. The slate cargo arrived aboard the London and Rochester vessel ORDINENCE (341/41) built by Pimblott at Northwich as the Empire Kyle. The only other British visitor was the LADY SANDRA (356/58) which arrived from Amsterdam with one of the maize cargoes (the other arrived on the Dutch vessel PIAL (309/37)). The Dutch built LADY SANDRA later became strike-bound for several months at Teignmouth during the UK seamen's strike in 1966.

Arrivals flew a multitude of flags and included British, Danish, Dutch (29 vessels), French, Spanish, and West German.

'Local' coastwise arrivals were from: Shoreham; Littlehampton; Portsmouth; Cowes; Bridport; Exmouth; Topsham; Plymouth; Truro; Guernsey; Jersey; Sharpness; and with other arrivals from more distant UK ports and the near Continent.

The month's clay cargoes totalled 28,756 tons up by 25% on the previous month, with cargoes going to Denmark, Finland, France, Greece, Israel, Italy, the Netherlands, Norway, Spain, Sweden, and West Germany and one cargo going to Irvine, Scotland. Two clay 'top off' destinations were reported, Poole and Fowey, the latter being used by the month's largest visitor the Dutch RIJSBERGEN (498/57) operated as an open sheltered-deck ship by N. V. Zuid-Hollandsche Scheepv. Maats. of Rotterdam. As an open shelter-decker The RIJSBERGEN had a summer deadweight of 1,036 tons - she was one of a class of sisters operated by that company which were sold a few years later. Under their new names this class regularly visited Teignmouth in the late 60s/early 70s and the RIJSBERGEN was a regular as the Liberian SISTER AMALIA (944/57). The different gross tonnage reflected her closed-shelter-deck condition which gave a corresponding dwt of 1,530.

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.

With the increased trade at Teignmouth during September 1965 came increased HM Customs activity, which resulted in rather a dramatic incident involving the Dutch coaster OLIVIER VAN NOORT (469/52). During a rummage, a Customs Officer stripped off and dived into the River Teign to retrieve two bottles of whisky thrown overboard. The ensuing court case resulted in the ship's captain, cook and a local bricklayer appearing accused of smuggling whisky, tobacco and cigarettes; they were found guilty and fined accordingly.

During September, my time as a kitchen porter in the Cherry Tree Restaurant (now the Seaview Grill) in Teignmouth had come to an end with the owners taking their end of season cruise on Royal Mail's ANDES. My next job, also as a kitchen porter was at the Portland Hotel and involved split shifts. The early morning start with a couple of hours off during the afternoon and late evening finish were not conducive to ship-spotting and so my recorded sightings outside of Teignmouth and trips to other ports were nil.

Notable casualties in UK waters for the month included the BOWQUEEN (1317/63), a sand suction dredger owned by F. Bowles & Sons Ltd., of Cardiff. On 09 September 1965, the BOWQUEEN capsized and sank off Clacton, resulting in the sad loss of four of her seven crew. The ship had sailed from Dunkirk to dredge on the Shipwash Shoal and take her cargo to London. The vessel started to list in deteriorating weather conditions whilst the loading operation was in process and necessary work aboard was undertaken to minimise the list. By the time the ship reached the Sunk, the wind had reached force 9, and two heavy seas were taken aboard, the list increased despite efforts to rectify it and the crew assembled ready to abandon. Before they could board the lifeboat a wave washed them from the deck; the survivors were

rescued by the pilot cutter PELORUS, with assistance from the collier CORBANK. A search by the Walton lifeboat and a Shackelton aircraft failed to find the missing four, which included the master and his wife.

We move on to the 28 September 1965 and the River Thames. The sludge carrier SIR JOSEPH RAWLINSON (2,258/64) was outward bound with 2,000 tons of sludge from Beckton on the Thames to the Black Deep dumping ground. When near the Oaze Buoy, she was in collision in fog with the tug DANUBE VIII (237/46) which was towing the barge BLACK DEEP (932/25) from the Black Deep dumping ground to West Thurrock. The 'RAWLINSON was proceeding at 9 knots and the DANUBE VIII at full speed with her tow. The tug struck the sludge vessel a couple of times before the barge penetrated the engine room of the sludge vessel. The master of the 'RAWLINSON started to release the cargo in order to save the vessel but to no avail and she sank in about four minutes with the tragic loss of nine of the eighteen persons aboard. The sludge vessel was unable to send a distress call as power was lost immediately after the impact and the tug's VHF was limited in its use to private channels. When the Glen Line's GLENFALLOCH (11,918/63) anchored in the vicinity, she was able to send out calls for assistance. The SIR JOSEPH RAWLINSON was subsequently raised and towed to the West India-Millwall Docks (where I photographed her on 22 October 1966), she was not returned to service, but sold to a Dutch company who re-built her as a heavy lift ship and renamed her HARBO (now 1,993g) and placed her under the Liberian flag. There is a local link to this vessel, in January 1971 she developed problems in the English Channel and was towed to Teignmouth Roads by the German salvage tugs PACIFIC (1093/62) and HERMES (293/56), the tugs and tow being serviced by Teignmouth Pilots until they left a few days later. At the time both Lyme Bay and Tor Bay were busy with over thirty vessels sheltering in the Bays. The HARBO was sold to Mammoet in 1973 and renamed HAPPY PIONEER under the Panamanian flag, and in 1982 she was renamed PACLOG GOLIATH, being renamed again, almost immediately, to GOLIATH. She was broken up in 1986.

On a brighter note, on the 25 September 1965, the Royal Navy's second nuclear submarine WARSPITE was launched by Vickers Armstrong.

100 Years Ago - August 1915

On 03 September 1915 the Dartmouth registered collier CHURSTON (2,470g/1914) owned by Wilton SS Co. hit a mine in the North Sea while on a voyage from Cardiff with 2,310 tons of coal. It was subsequently reported that the mine was laid by the German submarine UC.7. Taken in tow, the CHURSTON eventually sank 2.5 miles south of Orfordness. Four of her crew were lost with the survivors being taken aboard a naval patrol vessel.

The following day the Liverpool registered tanker CYMBELINE (4,505g/1902) and managed by C. T. Bowring and Co. was torpedoed in the Atlantic, 96 miles off SW Ireland while on a voyage from Port Arthur to Dartmouth with the loss of six of her crew.

On 30 September 1915 the Brixham fishing smack ALBION (25g/1893) (BM-160) was mined and sunk 8 miles SW of Berry Head with the loss of three persons, including her skipper. The smack is thought to have been lost in a British laid minefield.

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

Working in African Waters, Part I

David Hawkins



I joined the Sea Trident in Douala (Cameroon) 13-Mar-01 as Master, my first time to West Africa with Gardline Surveys.

A little about the vessel before I go on about the work the vessel undertook whilst I was on there. The Sea Trident (IMO 7393169) Panamanian flag built 1974 with a G.R.T. of 491 or 941 depends on which site you use!! Gardline

used 491 as with that tonnage she did not require the dreaded ISM documentation, although she did have it as the Oil Companies, the usual clients, requested it. She was built as the Kirsten Bravo, became Anvil Scout and then the Western Trident. She was originally going to be a RoRo, but was converted whilst still on the stocks. The company that owned her was Western Geophysical and they ran her as a deep seismic vessel until Gardline bought her in 1991. Westerns had run her up a beach for scrapping, so Gardline bought her for a song, not sure how much they paid for her.

The vessel has a single screw with a bow-thruster, that occasionally worked, but not most of the time I was aboard. We loaded up our stores and equipment in Douala, including a small work boat called Gardline Tender, but known as the “squib”.

Unfortunately the Survey crew member in charge of the tender decided to charge up the brand new batteries without putting in any still water, burning out the batteries. When we got to Pointe-Noire (Congo) it was a Sunday, we were at anchor, and if we didn't get on site by midnight there was a heavy penalty (\$20,000 per day), so I had to get the agent to supply 2 x 24 volt lorry batteries which should of cost about \$200 dollars each, but as it was a Sunday and no time to haggle we paid \$1,800 for them.

The job was to run a survey for a new pipeline from the N’Kossa Oil Field to the N’Kossa Oil Refinery at Pointe-Noire. The tender was required to run the lines into the beach as the Sea Trident could not. This took us about 3 weeks to do, we then went into Pointe-Noire to take on stores, fresh water and fuel. On the passage up to Malabo on the island of Bioco our steward become unwell and I had to diagnose what was wrong with him as the Master is the “doctor” on all Gardline ships. It became obvious that he had malaria and I had to get him off the ship. We were sent to Bata in Equatorial Guinea, but not alongside, so he had to go ashore in the agents boat, which turned out to be a hollowed out tree trunk with an outboard!

We then proceeded to Malabo to await orders, at anchor; this was quite good as I managed to get quite a few photos whilst there. The only problem I had there was one night a strong gale blew up and we dragged anchor, across the moorings of a buoy. I had to keep the engine running all night to stop us going back any further, there was the island astern of us!! One ship didn't check his speed very well and ended up on the beach. In the morning we tried to get ourselves free of the chain, but couldn't, so we had to cut our anchor chain. We then re-anchored to await orders from the Company. They decided to send us to Tema in Ghana as this was the easiest place to get spares to us. Whilst waiting for the stores to arrive we were boarded by pirates early one Sunday morning, fortunately as the Second Officer was on anchor watch he managed to chase them off with a flare, they got away with a 50 plastic buoy. Another Gardline ship, Sea Surveyor, at anchor was also boarded and the pirates got away with some 45 gallon drums of oil, mostly used dirty oil, so they were welcome to them.

We got our parts for the anchor, swivel and a joining shackle (Kenter shackle is the term) and set about re-joining the anchor. Gardline wanted us to go alongside to do it and use a shore-side crane; I didn't want to do this as it would be easier at sea. This we proceeded to do and took us 2 hours, none of the crew had done this before; I had done it many times whilst on large general cargo ships going to buoys to work cargo.

We then got orders to proceed to Luanda in Angola, but first to go alongside and pick up some more stores for ourselves and the Sea Surveyor working off Cameroon. This we did, but about 5 hours before sailing I called the office in Great Yarmouth for some details of the survey crew joining, I couldn't get hold of the Operations Manager so spoke to the Underwater Operations Manager who requested me to transfer old seismic cables from the other vessel to ours. I asked how I was supposed to work my own ship if the deck was full of old survey equipment. He said “Havent you been told yet, you are going to Malta”. Well to say I was speechless is an understatement as we didn't have the charts to get to Malta; the office reply was to pick them up in Las Palmas. I was hoping to get relieved in Las Palmas as by then I would have been away for 14 weeks, but my relief was new to the Company so I had to stay on until Valletta. I did feel rather sorry for the new Master as his last vessel had been a 250,000 bulk carrier, we sailed from Las Palmas in a slight wind, but with the swell residue of a strong Northerly gale. He stood in the corner of the bridge turning a pale green and getting a deeper shade when I mentioned to him that not only do we as Master keep watches we also have a lot of paperwork to do, this almost finished him off, but he survived and stayed with the Company for about 5 years.

I finally got off the vessel in Valletta on 17-Jul-01; 18 weeks after joining!

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