A.S. NEWS

APPLEDORE SHIPBUILDERS LIMITED

A Member of British Shipbuilders

ISSUE No. 47

MARCH 1978

YARD'S HOPES OF WINNING ANOTHER NEW ORDER

BRITISH SHIPBUILDERS — now occupying new headquarters in Newcastle — report that in the October-December quarter orders were received for a total of 31 merchant ships, 25 of them for overseas registration. They involve a total of 144,860 gross tons and contracts worth altogether £132,314,000.

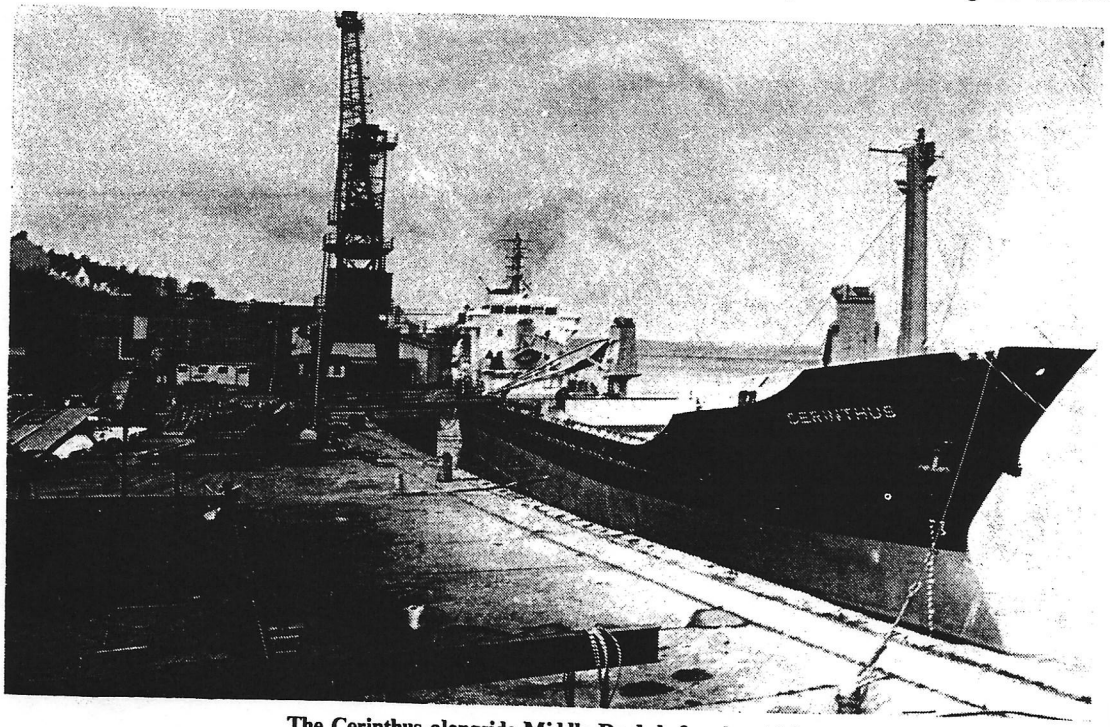
In addition, orders were obtained for three naval vessels valued at £45,600,000 bringing the overall British Shipbuilders' order book to 181 ships and contracts to over £1,476,000,000.

Appledore Shipbuilders' order book stands currently around the £20 million mark, covering the construction on fixed price contracts of five cellular container ships of the AS300 design for Ellerman City Liners. The first of these ships is due for delivery in May, the second in August, the third in October, the fourth in December and the final one in February 1979.

But at the time of going to press there were hopes that another order can be announced shortly. Chairman Mr. Joe Ball revealed: "We have had a letter of intent from a British shipowner for an offshore/support vessel but financial arrangements still have to be agreed. Competition for this vessel, which is of a very sophisticated and complex design, was extremely keen and came from yards not only in this country but from Holland and the Far East."

If negotiations work out, then the ship will follow on after the five for Ellermans. Further details are awaited but it is known that the ship would be the largest North Sea supply/support vessel ever to be built by Appledore Shipbuilders.

In the first six months of public ownership, yards with British Shipbuilders completed 24 ships involving gross tonnage totalling nearly 450,000. Appledore's contribution consisted of three ships if the Leslie Gault (AS116), which was delivered on July 2nd, is included. She was followed by the Gallic Fjord (AS117) in August and the Commodore Enterprise (AS118) in October. Since then, the yard completed the Markinch (AS119) in January and now, this month, the Cerinthus (AS120).



The Cerinthus alongside Middle Dock before her trials

Safety award —and a warning

HOT on the heels of the announcement that Appledore Shipbuilders are one of 2,000 companies to have qualified for the British Safety Council's 1977 Industrial Safety Award came a warning from Planning Manager Bertie Broomfield.

"The granting of the award is far from being a cause for complacency" he said. "It merely means that our accident rate in 1977 was below the national average for firms in our industry. In an industry which, like ours, has a relatively high average figure, to be below it, although commendable, does not necessarily mean a very great achievement."

What it meant, he stressed, was that the yard had now set itself a standard against which they must strive for continual improvement.

In a message of congratulation, Mr. James Tye, Director General of the Council, said: "This is a vital achievement for any company's safety programme."

This is the first time Appledore Shipbuilders have applied for the award: winning it entitles the company to fly the green and white British Safety Council safety flag over its premises for a year.

DESIGN OFFICE PAIR TURN BOAT-BUILDING THEORY INTO PRACTICE

THE FIRST of a pair of Osprey sailing dinghies being built by Geoff Dean and John Hunter, two members of Appledore Shipbuilders' design office, is now taking shape.

The first one will be for John and he expects it to be ready for the middle of the sailing season.

The two enthusiasts will save themselves quite a lot of money by their do-it-yourself efforts.

The 17 ft. 6 ins. long boats were originally designed by Ian Procter in 1953 and are suitable for amateur construction but the majority of the craft now in action on rivers and estuaries around the coastline have been professionally-built either in wood or glass reinforced plastic. But, as John and Geoff point out, with the increase in price a professionally-built wooden boat can now cost about £2,200 complete with sails and a glass fibre one about £1,600. For this reason more and more people are building their own boats either from scratch or from a kit.

It was after looking at various boats at the national championships last year that Geoff and John decided to have a go themselves and build two wooden dinghies for their own use.

They borrowed a set of plans and building frames and ordered plywood and timber. The plywood is three or five ply Gaboon varying in thickness from 8mm for the bottom to 5 mm for the decks and the timber is mostly mahogany or spruce. The plywood for the decks, by the way, has a Sapele veneer to give a good decorative finish.

Total cost of plywood, timber, glue, screws and paint works out at about £400 for each boat and the cost of the fitting-out, including mast, rigging and sails, will add another £400 to the bill.

Work on the first of the two boats started in earnest in January. Initially the boat is built upside down on the building frames which form a jig and gives the boat its shape. Once the hull is complete it is taken off the building frames and turned over and the decks, side tanks and centreboard case are fitted.

The completed boat will then be painted and the decks varnished and finally fitted-out with John Exchanging sail number 464 — that of his present craft which he has had about two years — for the new one of 1164 which has been allotted to his new boat.

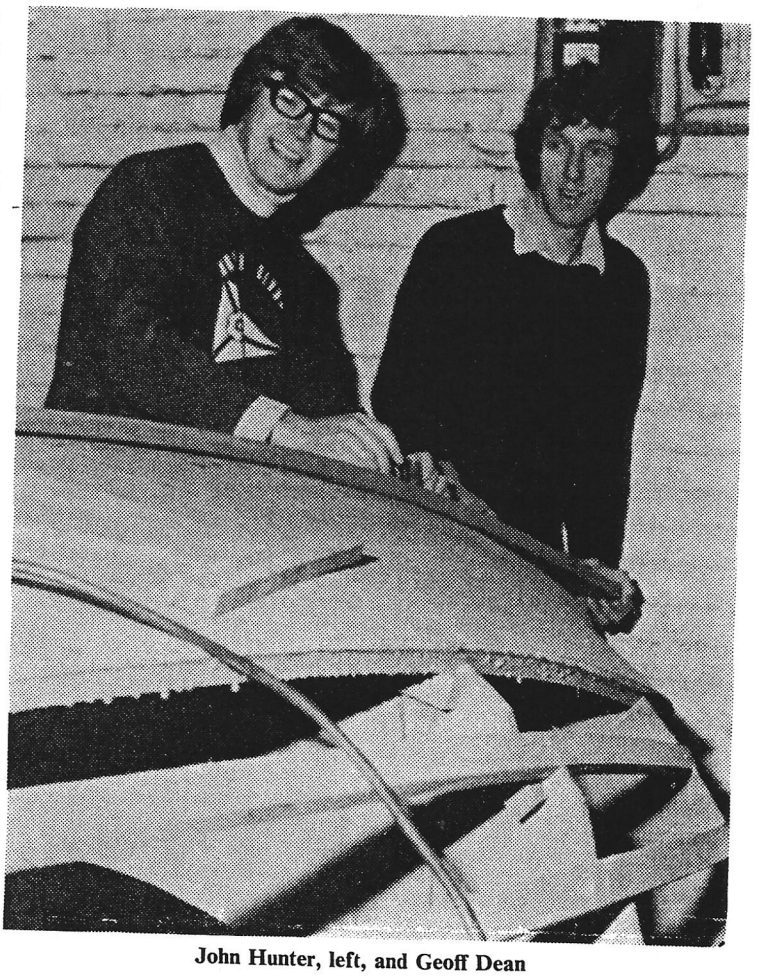
Later the pair will devote their spare hours to building Geoff's boat but his craft is unlikely to be ready for this season so that Geoff will be aiming at lifting the national title in his present craft.

Other yachting news — Brian Mears has just completed the tricky operation of fitting a new centreboard case to his Wayfarer. Still not enough, thinks Philip Waters, to catch him and the trendy new sheeting arrangement.

After crewing for several seasons in a Tornado catamaran, Tony Powe has now acquired the boat and will be sailing with Alan Morse in his old position of flying ballast. In good conditions these "cats" can accelerate to well over 20 knots. Tony is fitting new decks in his garage where there is evidently room to swing a hammer but not a cat!

Jim Nixon will soon launch his newly built Mirror dinghy which is to be named Fanny in honour of Sir Francis Chichester and the inordinate time taken to complete the craft.

In June, Geoff Dean and his crew, Mike Lamey, have been invited to join a fleet of 40 sailing around the Isle of Wight in a Jubilee event. This will commemorate a race of 25 years ago won appropriately by Osprey designer Ian Procter sailing boat No. 1.



John Hunter, left, and Geoff Dean

FOR THAT AWAY-FROM-IT-ALL FEELING

THE MAIN attraction of angling for me is its peacefulness — the getting-away-from-it-all feeling that seems to be more to the fore than it used to be.

Many others must be experiencing the same feeling, too, because there is a tremendous increase in the number of people sea angling.

Some friends of mine arrived at Clovelly at 3 a.m. on a Saturday morning to find the pier crowded with fishermen. They squeezed in on the end of the pier and caught three nice whiting before joining me for a session after the cod in the estuary.

The next day "Funnels" Bowden and I arrived at Clovelly to fish an evening competition with the Kingsley Club, only to find a forest of rods on the pier with anglers shoulder to shoulder — so much so we could not squeeze in and had to fish from the pebble ridge with some others until room became available on the pier.

It had been a beautiful day and the stillness experienced in the afternoon in the estuary, when voices carried quietly over the water from boat to boat, was repeated in the evening at Clovelly.

We have heard reports of anglers fishing from the pier during the night with transistor radios blaring and causing disturbance to the waterfront residents and these anglers were also accused of leaving bait lying about on the pier, but I have never come across this.

To so many, angling is an escape from the noise and pressures of everyday life, and I would recommend any one who is under any kind of pressure to try angling. Join a club and its members will quickly help you get started.

Fishing is almost an all-round-the-clock operation these days as more and more people take up the sport, reports RALPH ATKINSON in his ASN fishing notes.

The "Kingsley" anglers are a great band of lads and I am told that the new Bideford Club headquarters is the friendly "in" place at the moment.

The rewards of boat fishing in the sea were very apparent to shipwright "Bungy" Kitto when he reeled in a hefty 17½lbs. cod. He was fishing near the bar from his own 20 foot cabin cruiser with welder Dave Hart.

This year has seen an increase in the size of cod caught with plenty in the 4-8lbs. range but there has been a decrease in the actual numbers caught.

A 13oz. dab and a rockling gave crane driver Des Thorpe first and third place in the latest Club Shore Competition. Des was ledgering lugworm from Clovelly Pier and his points put him in the lead for the championship with a total of 36 from four competitions.

A junior section for boys and girls between 9 and 15 has been started by the Kingsley club. Employees whose children go fishing or would like to join a local club, contact me or "Funnels" Bowden.

County bowls double for Les

Welding manager Les Tithecott has completed a fine county bowls double. Already having won recognition from the Devon selectors in the outdoor version, he has now won his county "cap" in the indoor section.

He was selected in the Devon indoor team to play in the recent match against Gloucestershire which Devon lost by 13 shots.

Les, a summertime bowler with Bideford's Victoria Park Club — last year he was their first winner of the Player of the Year trophy — now maintains an all-round-the-year interest in the game as a member of the North Devon Indoor Club.

Main difference between the outdoor and indoor variety, he says, is that indoor rinks are not subject to changing weather conditions and this makes accuracy the predominant factor.

Published by Appledore Shipbuilders Ltd. and printed by Jamaica Press, Hartland

appledore shipbuilders ltd.

AS NEWS

A MEMBER OF BRITISH SHIPBUILDERS

ISSUE No. 52

JUNE 1979

'DIFFICULT YEARS AHEAD' WARNING

IN A STATEMENT on quarterly statistics, British Shipbuilders have warned that the industry still faces difficult years ahead.

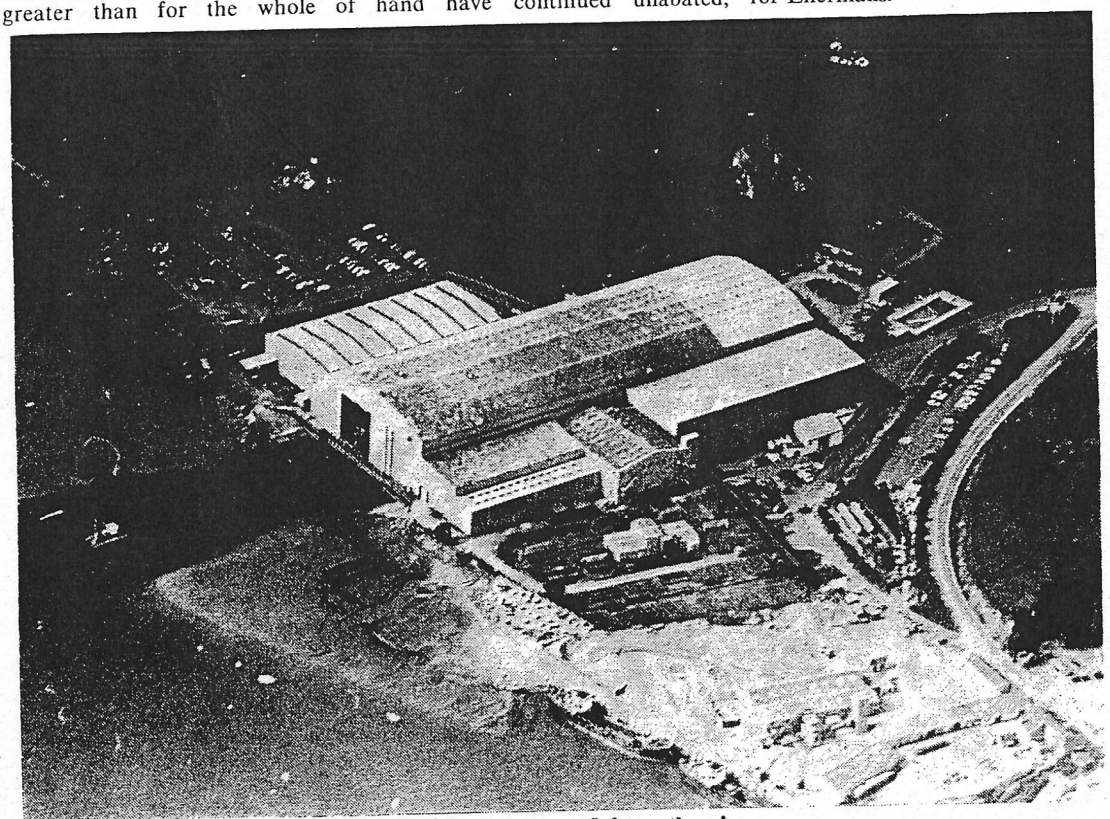
Figures for the first three months of 1979, they say, again reflect the continuing recession in world shipbuilding and the problems in winning new orders.

It was of some consolation, however, that the intake of new merchant work confirmed in the first quarter, even though it included the resale of two vessels previously cancelled by other owners, was greater than for the whole of 1978. British Shipbuilders and the individual yards were maintaining intensive marketing efforts both at home and overseas and against fierce competition in the hope of winning a good share of the few orders likely to be on offer.

The statement showed that at the end of March British Shipbuilders had 100 ships on order, 45 of them for overseas registration. In addition, Naval work in hand at the same time totalled 41 vessels.

As far as Appledore Shipbuilders are concerned, efforts to win new orders to add to those already in hand have continued unabated, confirmed chairman and managing director Mr. Joe Ball. "Not a week goes by without inquiries of one sort or another being made" he told AS News.

This month the fourth ship to be built for Ellerman City Liners was named. She is the City of Ipswich and she follows the City of Plymouth, the City of Perth—the 50th ship to be built in the covered yard—and the City of Hartlepool. In the course of production is a multi-purpose supply vessel for Star Offshore Services Ltd and scheduled to follow are three tankers and then a fifth ship for Ellermans.



The Appledore yard from the air.



IF THIS picture is to be believed, then Harold Stevens of Harold's Howlers fame is ready to tune in to yard affairs.

Before the last issue of AS News went to the printers, Harold was looking extremely worried—and that's not a bit like him.

The reason was that he had hardly written a word for his regular collection of chit-chat. "It's no good" he said—"I've dried right up".

That's why there were no Harold's Howlers last time. Full co-operation is needed to ensure that AS News maintains its standards and sometimes that help is not forthcoming. "I have to rely on people telling me things" explained Harold. "No stories means no Howlers—it is as simple as that."

Needless to say, Harold's Howlers were missed, readers got the message, Harold's puzzled look disappeared and this issue once again contains another collection of anecdotes from the Stevens file . . .

Still Councillors

Shipwright Nathie Sharrock, standing as an Independent, had a majority of 271 over his Conservative opponent to retain his seat on Torridge District Council and in the parish council elections chief buyer Philip Waters topped the poll in the Appledore West ward contest for Northam Town Council.



Joint do-it-yourself plan nears completion

AFTER spending some 600 hours on each craft, the joint do-it-yourself project by two members of the shipyard design office, Geoff Dean and John Hunter, to build two wooden Osprey racing dinghies is now nearing completion.

The first boat belonging to John has already been launched and Geoff's boat has been receiving its final coats of paint and varnish before fitting out and stepping the mast.

The boats are two racing dinghies, with the crewman using a trapeze to keep the boat upright. Each boat is 17ft. 6in. long and equipped with three sails—a main sail, genoa jib and a brightly-coloured spinnaker for use off the wind.

Originally designed in 1953 by Ian Procter for amateur or professional construction, the majority of boats have been professionally built initially in wood though in latter years glass reinforced boats have become more popular as they are cheaper to produce. With the cost of a new glass boat being about £1,600 and a wooden one about £2,200, John and Geoff realised it was outside their pockets to buy new and came up with the idea of having a go themselves.

The two new boats have been completely built from scratch using mahogany and spruce for the basic framework and Gaboon plywood for the shell and decks. The plywood for the decks has been given a thin veneer of Sapele to give a good decorative appearance when finally varnished.

One of the most difficult and tedious jobs has been the painting and varnishing with the hull taking up to eight coats of paint and the decks needing about six coats of varnish. After the first few coats the paint or varnish has to be rubbed down with wet and dry paper virtually back to the bare wood to give a smooth finish for subsequent coats. This process is then repeated until eventually all the grain in the wood is filled and the finish is up to the high standard required for a racing dinghy.

According to John, picking a colour scheme and finding a suitable name is also difficult. After a lot of indecision he finally picked on red for the colour but he still hasn't fixed a name. Geoff, however, is decisive on both counts: he is painting his boat dark green and calling it "The Magician".

When the boats are finally finished the two redundant do-it-yourselfers are wondering what they are going to do with all their spare time and one suggestion is that perhaps they now will get round to sorting out their neglected gardens and houses!

Other news on the yachting scene is that Peter Noblet's efforts over the winter refurbishing his boat have not gone unrewarded—his boat came second in the Concourse d'Elegance recently held at the Yacht Club at Instow. Pete's boat is painted white with a multi-coloured stripe running diagonally under it, the colours in the stripe matching his spinnaker. Unfortunately the best way to see this colour scheme is when the boat is capsized—as John Hunt found out when he crewed for Pete in the first race of this season.

Where to fish — what to catch

WHEN one decides to go fishing at some chosen venue the first question to ask is "What can I expect to catch there?" The second question is "What bait shall I get?" In previous notes I have mentioned the various baits and their uses. This month we will look at the types of fish around the North Devon coasts and their habitat.

The number of different species to be found on this coastline is possibly the greatest in the U.K. However, a very large proportion of the fish are poor-eating or non-commercial fish — for example, dogfish, bull huss, rockling, tope, spurdog, wrasse, conger, pouting, flounder, whiting, mackerel and garfish.

The prime species such as plaice, sole, cod, ray and mature bass are very much seasonal fish and so scarce nowadays that to capture one of them is a bonus indeed. Yet when choosing your bait it it these fish you must plan to catch although you must also consider how many of the non-commercial fish will accept the same offering, especially when fishing in competitions.

Westward Ho! Rocks are the most easily accessible venue and here you will find bass, conger, dogfish, spurdog, rockling and bull huss. Across the other side of the Bay, at Saunton, it is possible to fish clean sandy ground in deeper water from the rock ledges and there the main quarry will be ray and bass. But farther out towards Down End the bottom becomes rough and bull huss, conger and rockling can be caught.

Clovelly is a favourite spot. Depending on the sea conditions, low or high water can be the best. Usually it is calm and high water fishing will yield ray, dogs, whiting, pouting and conger with the odd dab and turbot.

The shallow water at Bucks Mills can be prolific, both summer and winter, for bass and cod. A good sea running over periods of neap tides is best. The broken ground around the gore provides good pollack fishing and there is always dogfish and bull huss about.

Watermouth and Hartland are "hot spots" for bass and wrasse, and fished best again with a good deal of surf about. But when calm, float fishing in the deep water close to the steep sloping rocks is very productive.

"Magnus" marches on. Having won the last three consecutive shore competitions, Brian Dark joined the "Lundy Puffin" anglers for a wreck trip and took the best specimen pollack at 11lb. 5oz. "Magnus" had lost his redgills and borrowed a set of Jim Venus' feathers to catch his monster. A total of 67 pollack were boated in the most successful trip to the "Thistlemore" ever.

— *RALPH ATKINSON*

£4,687 so far

Since August 1971 employees of Appledore Shipbuilders Ltd. have been helping the Broomhayes children home at Northam through a weekly contribution plan from their wages and in expressing thanks for the latest cheque for £120·91 to the children's fund, matron Miss Mollie Douglas says it will just about help the home reach their target for a stair-lift which it is planned to provide.

A similar cheque was sent to the Torridgeside Association for Handicap Children which has been helped on the same lines since August 1975 and again a letter of thanks has been received.

The cheques bring the total given to Broomhayes and the Association to £3,177·29 and £1,510·08 respectively.