The History of the tug Pendennick



Built

Previous name:- Dunelm

Service in Fowey

Name of Vessel in Fowey	Pendennick Call sign GOHY
Previous Names	Dunelm

Built as the "Dunelm" for France Fenwick Tyne & Wear Co Ltd. She was launched on 9th July 1964 and completed in November 1964 by Richard Dunston (Hessle) Ltd with a yard number 812 and registered at Lloyds on 17th November 100A1



Sideways Launching of Dunhelm in Hessle on the Humber near the road bridge on 9th July 1964



Dunelm in being fitted out at the Hessle yard on the Humber



Dunelm with the France Fenwick funnel Blue and white stripped with anchor on it.







m.v.Oratava 3rd Nov 1967 with tug Whitburn Photo Steve





4th Feb 1968 launch of m.v.Wyrie photo Alan Hayward

Towing m.v.Kosmaj with Northsider Nov.1977



Towing Jade II the 118th SD14 at Austin and Pickersgill on15th May 1980





Dunelm and Quaysider





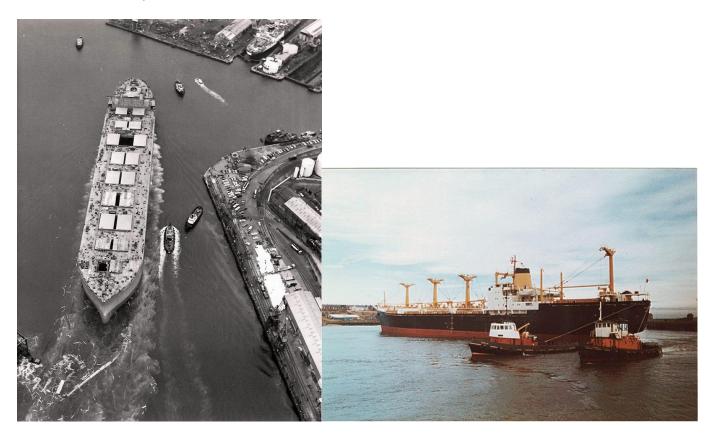
Santa Maja Nov 1971





The **Dunelm** was one of the tugs serving the port of Sunderland when it was in it's hey day both for exports of coal and shipbuilding and repair .The port at this time was often described as the Greatest ship building town in the world.

The **Dunelm** attended the launching of almost all the 126 SD14's that were built and launched into the River Wear and the sea. Tugs on the Wear were kept very busy during the period Dunelm served the port .One of her first jobs was to act as relief for the tenders to the first oil rig into the North Sea "Mr Cap" some 220 miles off Sunderland



Launch Orando Bridge Nov 1971 Dunelm steaming down port side

Tenchbank Oct 1979 with tug Whitburn
Photo Andrew Frost

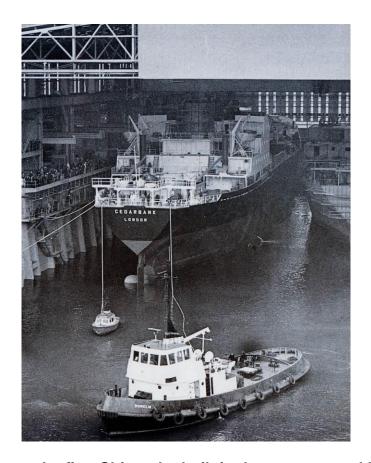




Standing bye to take bow as Tugs Prestwick and Marsden tow NOISIRA LIN from Pallion on Wearside



Towing the RIVERBANK From the Pallion in May built by Sunderland ship builders



Dunelm tows the first Ship to be built in the new covered Pallion in May 1976. The dock was flooded and then the tugs were able to tow the 16300 DWT CEDARBANK when the in the dock





12 September 1977 from Doxfords

Tied up in Sunderland dock

Laid up in the South Dock in Sunderland



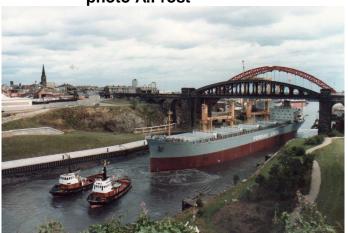


February 1985





Guiding m.v.Ayubia in 1981. A SD18. photo A.Frost



with Westsider



With Holmsider m.v. Fayroux IV 1984 Photos Jim Field





May 1985 with Holmsider escorting m.v.Milta in from trials

white Upperworks







Laid up in the South Dock

End of Another Era

No history of Wear shipbuilding can overlook the vital part played by the tugboats.

These river workhorses were on hand at launches to tow and guide their massive steel charges to new berths for outfitting.

But the age of the Wear tugboat men ended in

But the age of the Wear tugboat men ended in the summer of 1990 when the last group of six was made redundant.

The loss of the coal trade at the Port of Sunderland at the end of 1986, after 600 years, and the death of shipbuilding, meant the end of a

long tradition.
At one time there were many tugs operating on the Wear. But by the mid-1980s the number of men working on them had been dramatically cut.

men working on them had been dramatically cut.
In 1985 they employed 27 men, but the following year the figure was down to eleven and two of the four remaining tugs had been laid up.
South Shields-based Tyne and Wear Tugs,

South Shields-based Tyne and Wear Tugs, operating the vessels, said it would be sending a tug from the Tyne each week for duties on the Wear on a rota system.

A company spokesman said in August 1990: "Economic factors meant we had to make the six men redundant on the Wear. It is very sad.

"But it all boils down to a decline in activity on the river. The loss of the coal trade and the end of shipbuilding meant there just was not enough work"

Sophisticated control systems on ships had also led to a decreased use of tugs over the preceding 25 years.

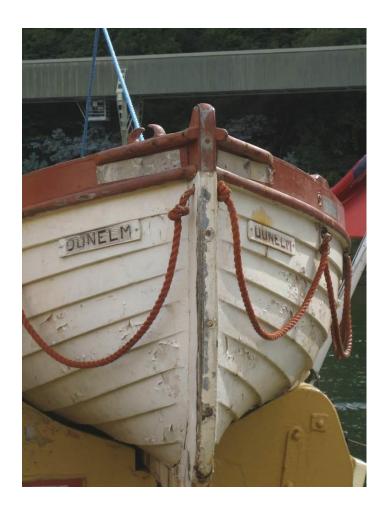
Skipper of the tug Wearsider, Jim Dobson (right) and mate Ivor Swinhoe, pictured pondering an uncertain future in December 1986 when it was learned that coal shipments from the Port of Sunderland would cease.



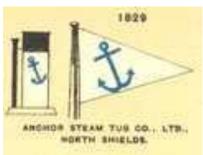




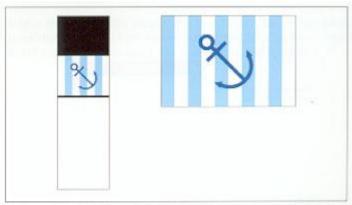
Dunelm alongside Westsider in Sunderland wet dock In 1988 in Lawson Batey colours



Ships Lifeboat was stored ashore at FHC's Yard at Brazen Island Polruan whilst in Fowey but back on board for departure



This North Shields company flew a white triangular pennant with a diagonally placed blue anchor. the livery created when her last owners France, Fenwick took over the Anchor Steam Tug Company in 1920. North Shields tug-owning partnership of John Anderson (1836-1919) and Robert Chater in detail from c.1867 and it was converted into a limited liability company - the Anchor company - in North Shields on May 25 1903



12. France, Fenwick Tyne & Wear Co.Ltd.

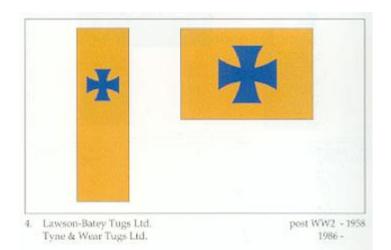
1920 - 1977

The combination of the Sunderland Towage Co.Ltd. and Anchor Steam Tug. Co.Ltd. colours.

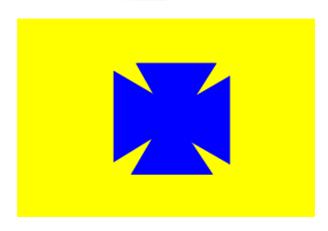


The France Fenwick previously Anchor Tugs funnel and House flag together with a advert for their services





Lawson Batey funnel and house flag And original company header





Dunelm Arriving in Fowey on 18th March 1988.Capt. Sutherland Harbour Master





Escorted into port for the first time by Tregeagle









John Burgess, Nathan Perkin, Ken Porter and engineer Fran Crapp

Alfie Crowle tending stern line slipping for 1st time



shortly after arrival



Acting as the "drag tug" on the bow as the ship is towed stern first back to berth



As drag tug through narrows between Bodinnick and Caffa Mill just north of car ferry





Moving a 2 tug size ship at low water north of Pottery Corner towards Caffa Mill

Approaching Bodinnick Towing the m.v. Katrin





Maneuvering the cargo Ship m.v. Tistadal on to No 4 jetty

On the slip at Brazen Island Polruan





On the Harbour Commissioners slipway At Brazen Island, Polruan ready for launching after slipping maintenance
At the bottom of the slipway waiting for the tide to make to refloat.

FHC workboat moored on sea wall.





Turning the single tug ship m.v. GUNDEM 2 in the lower harbour swing ground off town quay

Bow tug in swing ground





Turning the Cruise Liner m.v Silver Wind prior to sailing

Assisting berthing the cruise liner " The World"





Going alongside the m.v. Clary to secure for'd in the harbour entrance





Turning in the harbour mouth having escorted ship to sea

Pendennick passing Treffry on way to meet ship





Leading Tregeagle out



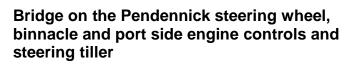






Engineer Fran Crapp polishing the Builders name Plate







Starboard side bridge controls



Looking down on top of Ruston engine from door from accommodation



Port side of main Engine



Looking down on engine under repair



engine stripped dowwn





Engine room controls





On moorings in lower harbour with Lantic Bay

Regatta duty with race guns



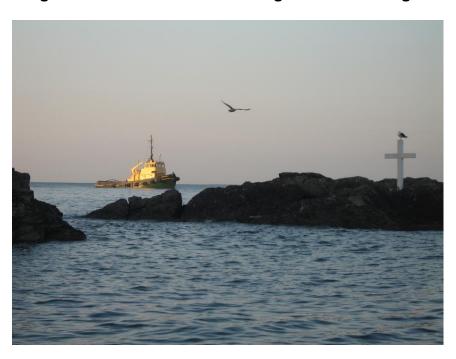






Making fast as ford tug

making fast as stern tug vessel leaving no 8



Waiting outside Punches Cross



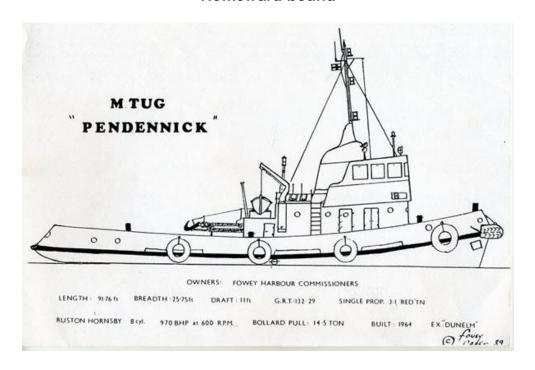
Waiting under St. Catherines castle



At speed



Homeward bound



Outline drawing Of Pendennick

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Dated at A. J. Lite Low. How. Hoteley the 9th day of John Country is not a document of Title. It does not necessarily contain efficient for all shirings of ownership and is no case does it contain an official record of any mortgages affecting the ship. In case of any change of ownership it is important for this protection of the interests of all parties that the change should be registered according to have. Changes of ownership, and on the registered according to have. Changes of ownership, address or ether registered according to have. Changes of ownership, address or their registered according to have. Changes of ownership, address or ether registered according to have the Posturar at the Poet of Registry. Sound the Vessel be lost, sold to Foreigners, or brotten up, notice thereof, together with the Certificate of Registry, if in existence, should immediately be given to the Registrar of Bright.

C. MAIR.

Certificate of Class Motor Tug	
Motor Tug "DUNELM" Official Number 305311 Port of Registry Sunderland Owners France Fenwick Tyne & Wear Co. Ltd. Builders, and where and when built Richard Dunston (Hessle) Ltd., Hessle, No REGISTERED TONNAGES Gross 132.29 Registry 82° 0" Net Breadth 24° 0" Depth 11° 0" This is to Certify that this Ship has been built under the Special the Surveyors to this Society, and was reported to be, on the 17th November, 1964 in a fit and efficient condition and in accordance with the Rules; also that she has been	
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and entered in the REGISTER BOOK of this Society, white the Greatester.	
subject to Periodical Surveys as required by the Rules.	
subject to Periodical Surveys as required by the Rules.	
The approved minimum freeboards from the deck line are as follows:-	
Tropical 1 feet 1/2 inches (r). Winter North Atlantic 1 feet 71/2 inches	
Summer Jees Allowance for fresh 1%	es (wha).
Winter 1 feet 5% inches (w). water for all freeboards	es (wna).
Witness my hand,	

An offer was accepted from Matt Ward of Izax Offshore Marine Services in Alfreton, Derbyshire, United Kingdom for £70000 at July 2008 board meeting. Completion of the sale was made on 11th November 2008. She remained in Fowey until 0830hrs on 21st January 2009 sailing for Belfast via first of all Newlyn to top up oil on a generator, then Holyhead.

The barge towing contract fell through so she headed north through the Caledonian Canal





Getting ready to leave

steaming out to sea



The rising sun behind her leaving the harbour



final farewell by Morgawr

She has carried out 4137 towage movements.

After departure Fowey



In Holyhead



In Larne 2009



Exiting a lock in the Caledonian canal

She picked up a barge in the north of Scotland and headed for Blyth http://article.wn.com/view/2006/05/26/Revamped_canal_could_take_cargo/





In Blyth



Pendennick in Great Yarmouth





13/12/2009

Keil canal in Germany



Lowestoft 2011





Vastermas ,Sweden 16th October 2012



Skagen, Denmark 2012





Arriving in Lowestoft with a Swedish patrol boat, Kaparen class, Starkodder May 2013



Joe Coatsworth's picture of her in Lowestoft





At Grimsby 2012 and Horton in Norway pictures by Terry Tugger



In Swale /Queenborough 28/01/2013 awaiting a buyer





In Newlyn with barge Queen Esther summer 2014 bound for Cameroon Pictures Rob Parsons, Harbour Master and B.Clark

She arrived in the port of Vigo in Spain on 30th October

Vigo II. Update at 10:57 of the day 30/10/2014

3 - 1	,							
Vessel	Spring	Berthing	Length	Origin / destination	Consignee	Cranes	Operations (Tm)	Stevedore
Pau Da Luz	Sunbed. Head-Ne	25/10/2014 10:20	30.82	A Coruña / Other Ports	0			
Queen Esther	Transversal West	27/10 / 2014- 20:20	104	To Orders / A Orders	Berge Maritima			
Pendennick	Transversal West	27/10 / 2014- 20:35	28	To Orders / A Orders	Berge Maritima			

Here she was detained as described in the Vigo News below





Two boats are held in Vigo for 2 weeks

"We delay the ship's papers," says Captain

vigo / Voice November 12, 2014 0500

The tug "Pendennick" and barge "Queen Esther" are in the cross-dock. Xoán carlos gil

The Harbour Master Vigo has locked out English tug Pendennick and barge Queen Esther, who accompanies him. The crew of the tug boat make life in the past two weeks in the cross dock port of Vigo.

The captain of the tug explió yesterday from the bridge of the barge that "we delay the delivery of the ship's papers." A sailor said there were complications with payment. They hope that soon the consignee submit their papers to tidy bureaucratic situation to the Captaincy of Vigo.

The Pendennick, British flag, was built in 1964 and its old name was Dunelm. The tug was moored to the barge between July and September in the port of Newlyn, Penzance, Cornwall British Finisterre. On October 25 he left his base in Fowey, on the coast. From there, he left for Vigo, presumably heading for the coast of Africa, as the barge is based in Kribi, Cameroon port on the Gulf of Guinea.

Arriving at Vigo crossing both vessels were twisted and were withheld pending fix the paperwork. Some sources explain that the boat is blocked because it allegedly failed to comply with a section of the Paris Convention-Mou blockades imposed by technical, environmental or other problems. Others suggest that behind the retention may be a problem with debt.

The Port Authority declined the responsibility of locking the two ships, which he attributed to the Maritime Command. This entity is silent waiting for the Directorate General of Merchant Marine, under the Ministry of Development, issued an official statement.

At least three workers yesterday tug supervised the bridge of Queen Esther while they had the lights on in the Pendennick. Dockers already familiar with these crew.

November 2014

Ships de	tained in S	panish	ports by the Paris MOU.										
Ship	No. IM		Туре	GT	Keel sunset	Flag	Soc. Classif.	Port	Date	No. Defic.	No. Defic. Reason detention	Owner / operator (company)	IMC com num
Amma	9079999	Ro-r ship	o passenger 5753	01/01	1/1994 Egypt	BV	Algo	eciras 27/11	1/2014 23	20	Arab (Mana Ltd.	Ship gement 1651	460
Mamo	741	3921	General Manager/multipurpose	1092	01/01/1976	Cambodia	GMB	Malaga	25/11/2014	23		ISM Group Inc.	563
Dubai Energy	927	4587	Bulk carrier	30738	16/05/2002	Panama	NKK	Bilbao	24/11/2014			Emarat Maritime LLC	511
Sparrow	917	6278	Bulk carrier	26580	20/04/1999	Marshall Islands	LR	Puerto Real	24/11/2014			V Ships USA LLC	175
Leo I	903	0711	Oil tanker	8744	01/03/1992	Panama	ABS	Las Palmas	18/11/2014	13	4	Dover Tankers SA	559
Etab	660	9779	Livestock carrier	1809	01/01/1966	Comoros	INSB	Tarragona	17/11/2014	21	9	Adco salt	572
Pendenni	ick 641	8194	Tug	132	28/02/1964	United Kingdom		Vigo	03/11/2014	15	2		

	ne of Ve n Fowey		Pendennick Call sign GOHY						
Previo	ous Names		Dunelm						
Year Built				Official 305311 Number G.R.T.		132			
В	Builders Richard Dunston (Hessle) Ltd								
	Dimen	sions		Length	Beam	Draft			
	J		90'		23'9"	11'3"			
Engin	es		n Hornsby Bollard pull 14.5 70 IHP 1167						
C	Owners Built for France Fenwick Tyne & Wear Co Lt								
Histor	y Before Con	ning to Fowey	/	Year 1977 Until 1988	Lawson B Ltd,South Tyne & Wes	Fenwick latey Tugs h Shields ar Tugs Ltd Sunderland			
Owne	rs in Fowey			18 Mar 88	Commis	Harbour ssioners 000			
Histor	y on Leaving	Fowey		09-11-2008	Sold to Matt Ward £75000				

