

# The History of the tug Pendennick



**Built**

**Previous name:- Dunelm**

**Service in Fowey**

<b><u>Name of Vessel in Fowey</u></b>	<b>Pendennick</b> Call sign GOHY
<b>Previous Names</b>	<b>Dunelm</b>

Built as the “Dunelm” for France Fenwick Tyne & Wear Co Ltd. She was launched on 9<sup>th</sup> July 1964 and completed in November 1964 by Richard Dunston (Hessle) Ltd with a yard number 812 and registered at Lloyds on 17<sup>th</sup> 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 striped  
with anchor on it.**



m.v.Oratava 3<sup>rd</sup> Nov 1967 with tug Whitburn  
Photo Steve





4<sup>th</sup> Feb 1968 launch of m.v.Wylie  
photo Alan Hayward



Towing m.v.Kosmaj with Northsider Nov.1977



**Towing Jade II the 118<sup>th</sup> SD14 at Austin and  
Pickersgill on 15<sup>th</sup> 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



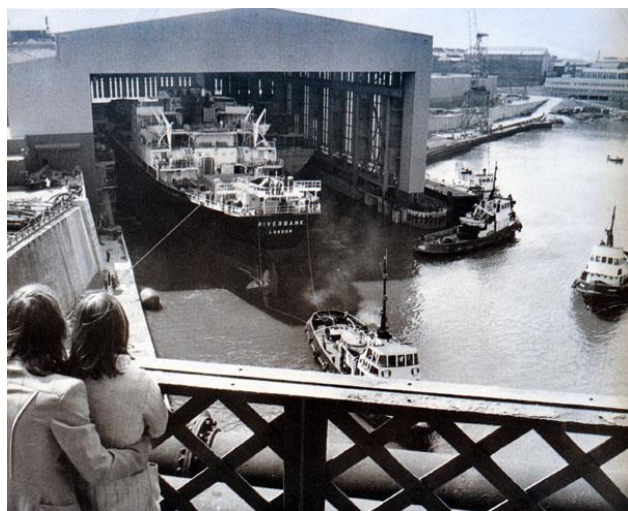
**Launch Orlando Bridge Nov 1971  
Dunelm steaming down port side**



**Trenchbank 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



In drydock in Sunderland



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 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.

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, 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.



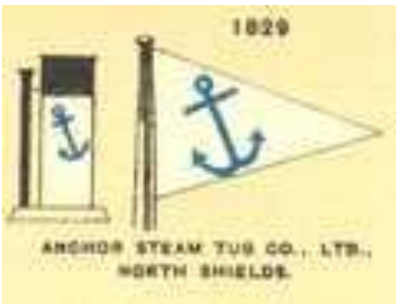
Skipper of the tug Wearsider, Jim Dobson (right) and mate Ivor Swinhoe, pictured pondering an uncertain future in December 1986 when it was learned that coal shipments from the Port of Sunderland would cease.



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

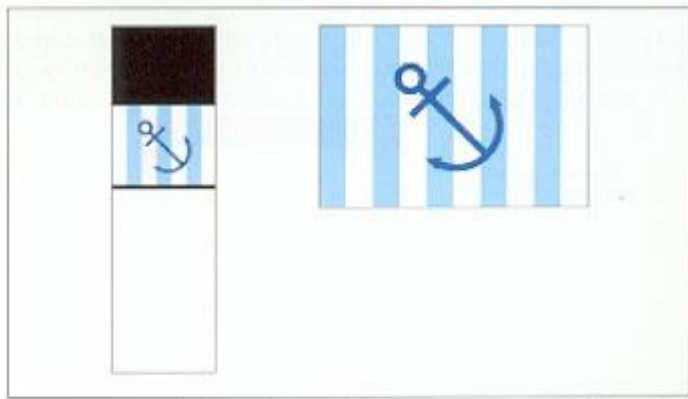


**Ships Lifeboat was stored ashore at FHC's Yard at Brazen Island Polruan whilst in Fowey but back on board for departure**

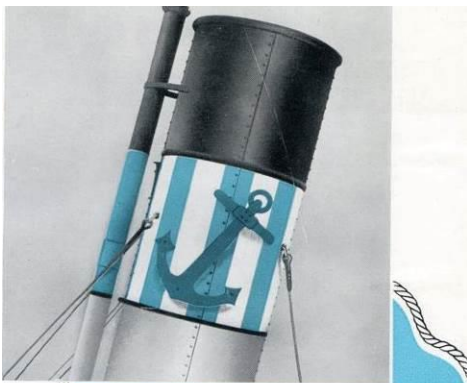


**This North Shields company flew a white triangular pennant with a diagonally placed blue anchor. the livery created when her last owners France, Fenwick took over the Anchor Steam Tug Company in 1920. North Shields tug-owning partnership of John Anderson (1836-1919) and Robert Chater in detail from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



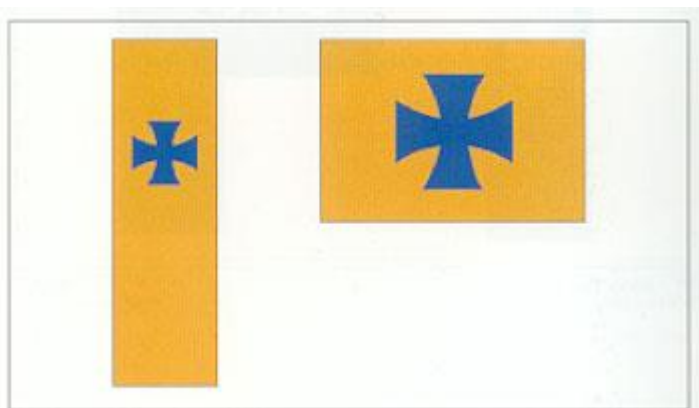


12. France, Fenwick Tyne & Wear Co. Ltd. 1920 - 1977  
The combination of the Sunderland Towage Co. Ltd. and Anchor Steam Tug Co. Ltd. colours.



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

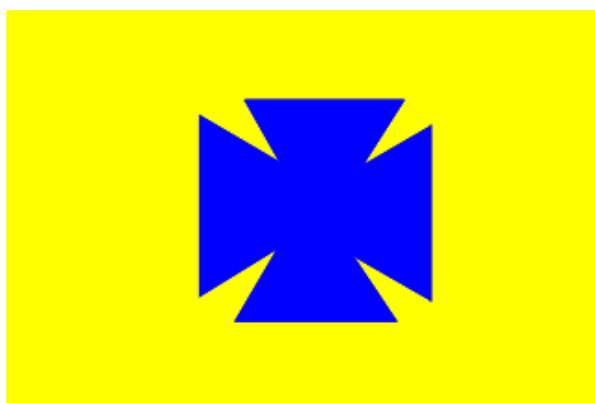




Lawson Batey funnel  
and house flag  
And original company  
header

4. Lawson-Batey Tugs Ltd.  
Tyne & Wear Tugs Ltd.

post WW2 - 1958  
1986 -



**Dunelm Arriving in Fowey on 18<sup>th</sup> March 1988. Capt. Sutherland Harbour Master**

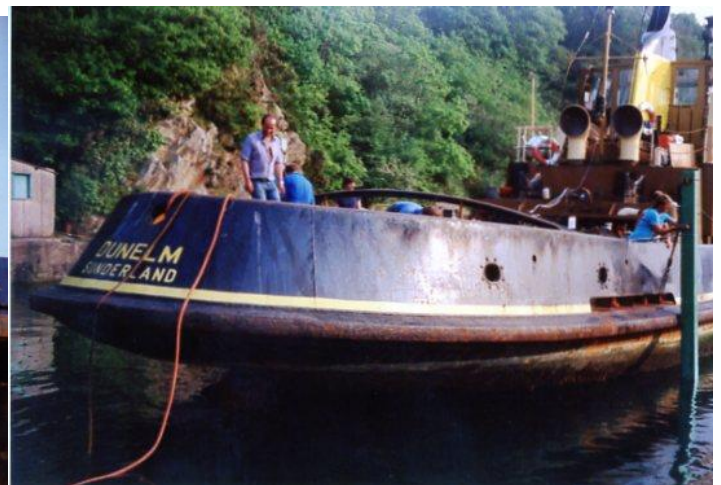




**Escorted into port for the first time by Tregagle**



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



**Alfie Crowle tending stern line slipping  
for 1<sup>st</sup> 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**

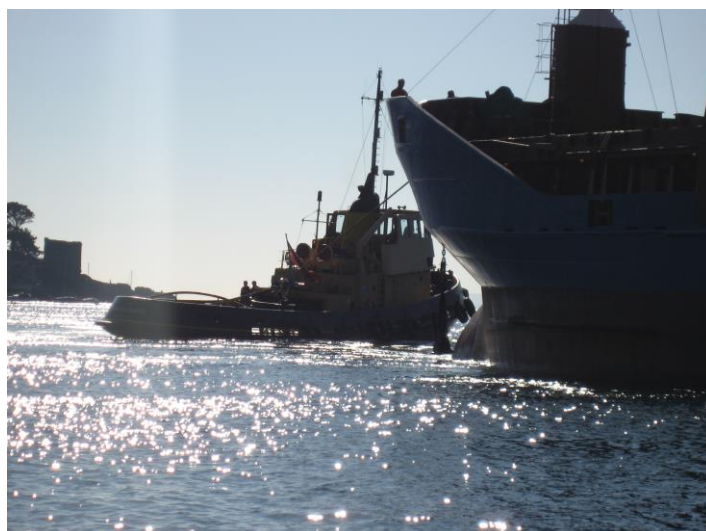
**On the slip at Brazen Island Polruan**



**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.**



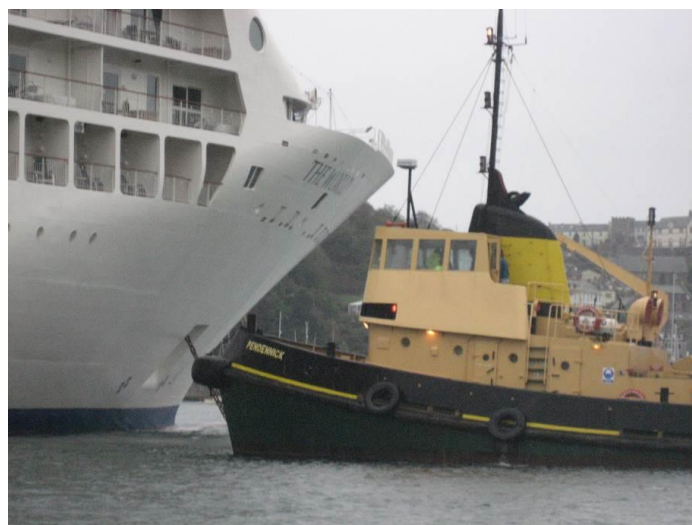
**Turning the single tug ship m.v. GUNDEM 2  
in the lower harbour swing ground off town quay**



**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**



**Bridge on the Pendennick steering wheel, binnacle and port side engine controls and steering tiller**



**Starboard side bridge controls**





**Looking down on top of Ruston engine  
from door from accommodation**



**Port side of main Engine**

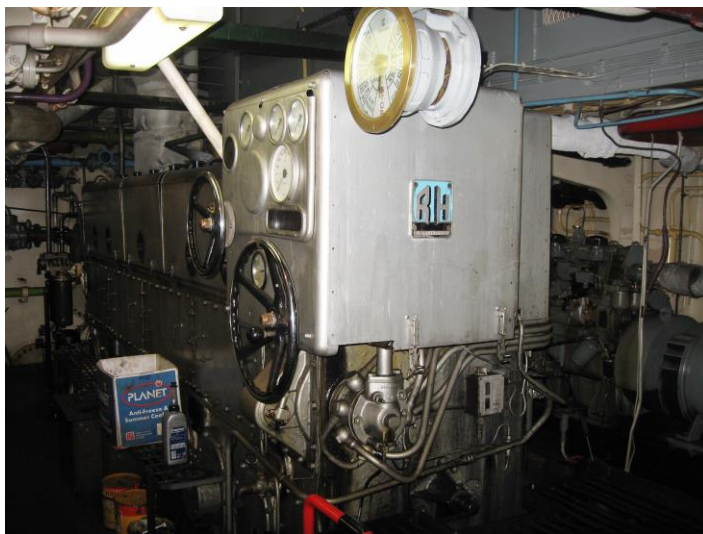


**Looking down on engine under repair**



**engine stripped downn**





**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**





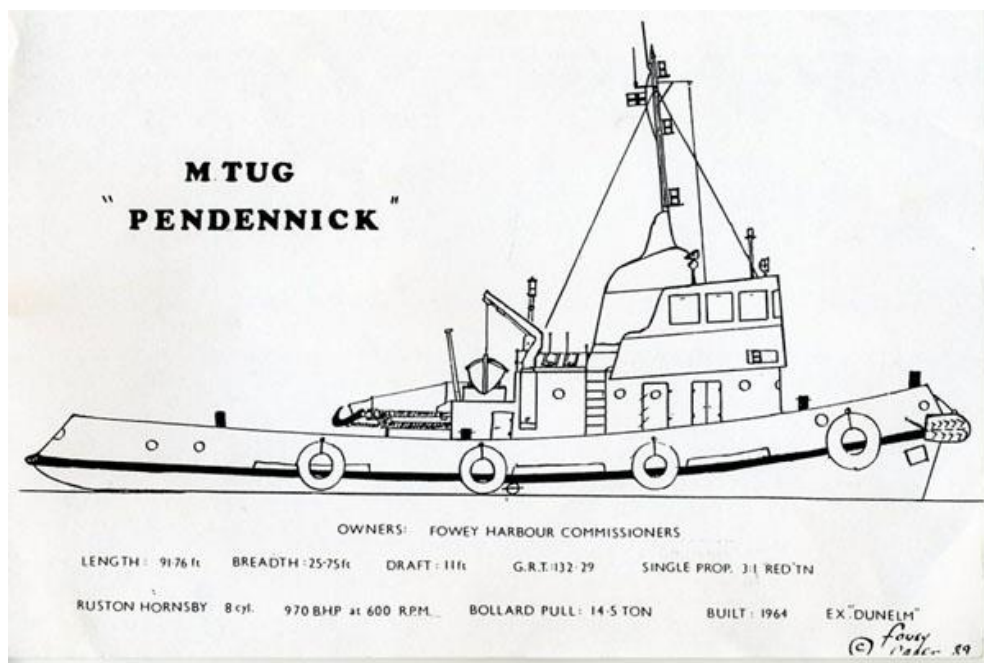
**Waiting under St. Catherines castle**



**At speed**



Homeward bound



Outline drawing Of Pendennick



1991-1992

# LLOYD'S REGISTER OF SHIPPING

FOUNDED 1780

RE-CONSTITUTED 1884

## Certificate of Class

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, November, 1964

### REGISTERED TONNAGES

Gross 132.29  
Net -

### MOULDED DIMENSIONS

Length 82' 0"  
Breadth 24' 0"  
Depth 11' 0"

This is to Certify that this Ship has been built under the Special Survey of 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 CLASSED and entered in the REGISTER BOOK of this Society, with the Character **100A1** Tug

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).  
Summer 1 feet 3 inches (s).  
Winter 1 feet 5 1/2 inches (w).

Winter North Atlantic 1 feet 7 1/2 inches (wna).  
Allowance for fresh water for all freeboards 1 1/2 inches

Witness my hand,

*A. H. Hancock*  
Secretary,

*A. J. Ford*  
Chairman.

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 11<sup>th</sup> November 2008. She remained in Fowey until 0830hrs on 21<sup>st</sup> 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/](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 16<sup>th</sup> 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 30<sup>th</sup> October

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

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	Tugs Terra Nosa					
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 detained in Spanish ports by the Paris MOU.**

Ship	No. IMO	Type	GT	Keel sunset	Flag	Soc. Classif.	Port	Date	No. Defic.	No. Defic. Reason detention	Owner / operator (company)	IMO number
Amma	9079999	Ro-ro passenger ship	5753	01/01/1994	Egypt	BV	Algeciras	27/11/2014	23	20	Arab Ship Management Ltd.	1651460
Mamo	7413921	General Manager/multipurpose	1092	01/01/1976	Cambodia	GMB	Malaga	25/11/2014	23	9	ISM Group Inc.	563
Dubai Energy	9274587	Bulk carrier	30738	16/05/2002	Panama	NKK	Bilbao	24/11/2014	6	3	Emarat Maritime LLC	511
Sparrow	9176278	Bulk carrier	26580	20/04/1999	Marshall Islands	LR	Puerto Real	24/11/2014	6	1	V Ships USA LLC	175
Leo I	9030711	Oil tanker	8744	01/03/1992	Panama	ABS	Las Palmas	18/11/2014	13	4	Dover Tankers SA	559
Etab	6609779	Livestock carrier	1809	01/01/1966	Comoros	INSB	Tarragona	17/11/2014	21	9	Adco salt	572
Pendennick	6418194	Tug	132	28/02/1964	United Kingdom	—	Vigo	03/11/2014	15	2	—	—



<b><u>Name of Vessel</u></b> <b><u>in Fowey</u></b>			<b>Pendennick</b> Call sign GOHY		
<b>Previous Names</b>			<b>Dunelm</b>		
<b>Year Built</b>	<b>11/64 Sunderland 1965</b>	<b>Official Number IMO</b>	<b>305311 6418194</b>	<b>G.R.T.</b>	<b>132</b>
<b>Builders</b>		<b>Richard Dunston (Hessle) Ltd</b>			
<b>Dimensions</b>			<b>Length</b>	<b>Beam</b>	<b>Draft</b>
			<b>90'</b>	<b>23'9"</b>	<b>11'3"</b>
<b>Engines</b>	<b>Ruston Hornsby BHP 970 IHP 1167</b>			<b>Bollard pull</b>	<b>14.5 t</b>
<b>Owners Built for</b>		<b>France Fenwick Tyne &amp; Wear Co Ltd.</b>			
<b>History Before Coming to Fowey</b>			<b>Year 1977 Until 1988</b>	<b>France Fenwick Lawson Batey Tugs Ltd,South Shields Tyne &amp; Wear Tugs Ltd Operated in Sunderland</b>	
<b>Owners in Fowey</b>			<b>18 Mar 88</b>	<b>Fowey Harbour Commissioners £55000</b>	
<b>History on Leaving Fowey</b>			<b>09-11-2008</b>	<b>Sold to Matt Ward £75000</b>	

# The Journeys of the tug PENDENNICK

