The History of the 2nd tug Penleath

Previous names: - Badia, H.M.S Chester III

Built: - 1909 by Phillips and Sons of Dartmouth. YN347

Scrapped: - 1962 Scrapped by Marel and de Korte, Bruinidse, Rotterdam

Period in Fowey: - 1947 - 1962
<table>
<thead>
<tr>
<th>Name of Vessel in Fowey</th>
<th>Penleath</th>
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The “Penleath” was built as the “Badia” for William Watkins, London in 1909 by Phillips and Sons of Dartmouth. YN347. Her official number was 125778 Call sign MGXY. and she was 150 GRT. She was register in April 1909 and had a Length of 96’, a Beam of 20'6” and a Draft of 10'9”. (29,31 x 6,25 x 3,28 metres) She was powered by a single steam reciprocating engine built by Phillips of Dartmouth which produced 500 ihp. It was a 3 cylinder TE 18” x 21” x 34” x 24” stroke operating at 165psi.

![The William Watkins flag](image)

Between 31 July 1914 and 7 September 1917 serving as the armed boarding steamer Chester III in service of the Royal Navy and later the War Office.

She was requisitioned by the Royal Navy on 31st July 1914 renamed HMS Chester III, and based at Ramsgate until 7th April 1917. Also based here was the Cruden Bay which also later became a Fowey Tug.

On 7th September 1917 she was returned to Watkins renamed “Badia”. From the following day until 23rd May 1919 she was on War Office duties in the Thames.

![At work on the Thames](image)
“Badia”, was involved in the salvage of s.s.Addlington 18th March 1916 and s.s Housatonic 11th September 1916 and of SS Servian between 19th and 21st September 1917. She was recorded as being involved in salvage of Bureaucrat

s.s.Housatonic was built as SS Georgia and was a German passenger ship in service from 1890 until 1914. Interned in the United States during World War I she was sold to an American company, converted to a cargo ship, renamed “Housatonic”. On 23 February 1916, the ship was chartered by Brown, Jenkinson & Company of London, "for the term of the present war". The ship was built at the Barclay Curle shipyard in Glasgow, Scotland for the Dampfschiffs-Reederei Hansa.

Tonnage:3,143 GRT, 2,022 NRT., 4,880 DWT. Length:331 ft (101 m) Beam: 41 ft. 1 in (12.52 m) Propulsion: Steam engine, single screw Speed:11 knots (20 km/h; 13 mph she sailed between the then German port of Stettin and New York, transferring to a route between Genoa in northern Italy and New York in 1900. From 1902 she sailed between the Russian Black Sea port of Odessa and New York.

She and another Watkins tug the “Persia” and another vessel were involved in the salvage of the “Permuda” She was a Italian Cargo Steamer of 4,398 tons built in 1907 by William Hamilton & Co, Port Glasgow, Yard No 194 for Wm Burrell & Son, Glasgow as the STRATHDON SS. She had several owners. 1916 Rome SS Co. (Fisher, Alimonda), London renamed TUSCULUM. 1920 Italian Government - Ferrovie dello Stato, Rome. 1923 SA Parodi & Corrado, Genoa renamed PREMUDA. 1929 Corrado SA di Nav, Genoa. The Premuda was taken in tow from the Downs to Purfleet. In leaky condition and without means of steering, having been refloated and twice beached after grounding on the Goodwin Sand . Lloyd's Standard Form of
Salvage Agreement entered into between captain of Premuda and Admiralty Salvage Department.

THE "PREMUDA." Record of court
Salvage or towage-Services rendered by plaintiffs' tugs Badia and Persia to Italian steamship Premuda.
Agreement by Admiralty to salve and tow to London but Admiralty tugs not available
Plaintiffs approached by Admiralty to supply tugs-Tugs supplied by plaintiffs- Contention by owners of Premuda that towage by plaintiffs' tugs was carried out in pursuance of towage agreement between Admiralty and plaintiffs- Values-Restrictions upon trading- Nature of towage.

THE “Badia” was also involved in the salvage of the s.s. “Woodarra”

ss WOODARRA pictured as the FRESNO STAR
Built by Barclay Curle & Company Glasgow, Yard No 572
Engines by Barclay Curle & Company Glasgow
The “Badia” was known as one of the three teddy bears. The other two were the “Doria” and “Vincia”. All were built in Dartmouth.
LONDON, Dec. 29.

In the Admiralty Court, Mr. Justice Hill, sitting with Trinity Masters, recently decided a claim in respect to salvage services rendered to the steamer Woodarra, belonging to the British India Steam Navigation Company, Ltd., which on March 17 last was stranded on the Long Sands, off the Kentish Knock, and which was ultimately got off by the exertions of seven tugs.

The Woodarra (7946 tons gross) was at the time on a voyage from Antwerp to New Zealand with a mixed cargo of 3425 tons. Her value was £248,500, that of her cargo £5000, and her freight at risk £115 0s 2d. At 3.55 a.m. on March 17, she took the sand on its lee side on a sandy bottom. Her master got in touch with his owners, and the tugs Florida and Doralia, which were not claimants, but were regularly employed to do tug work for the defendants, came on the scene, and the tug superintendent went on board the Woodarra. The Badia, which was at Gravesend when she got the news of the stranding, immediately proceeded to her assistance and found the Woodarra aground on the Long Sands, about six miles W.N.W. of the Kentish Knock. The other plaintiff tugs arrived at different times, and their united efforts brought off the Woodarra at about 6.50 p.m. on March 18.

His Lordship, in giving judgment, said that as the Woodarra lay up to the time she was got off she had not bumped, nor had she made any water, but he was advised by the Elder Brethren that she was in an exceedingly awkward position, especially if the wind had turned easterly. She had to obtain powerful tug assistance to get her off. These tugs had the power, and they got her off on the evening tide on March 18. The first on the scene was the Badia, and on the 18th the two small tugs, which were not in the case, arrived. The other tugs came up later, and the seven between them pulled the vessel off. The Lady Brassev and the Lady Duncannon did useful work in taking soundings round the ship, and on their advice as to the position of the ship arrangements for the final attempt were made. He awarded the Badia £1270; the Lady Brassev £2400; the Lady Duncannon £1200; the Vanquischer £1200; and the Gauntlet £900; total, £6970.
Previous Names: WAR APOLLO  Port of Registry: London 
Owner History: British India Steam Navigation Company, Glasgow & London. Cargo Vessel
Propulsion: steam Twin screw, 2 x Triple expansion, 7000 IHP - 13 knots.
Launched: Saturday, 12/07/1919
Tonnage: 7998 grt Length: 449 feet Breadth: 58.2 feet
Scrapped: 1947

Remarks: When launched she was called WAR APOLLO but completed for BI on 26th November 1919. Thirty nine cadets could be accommodated (closed as a Merchant Navy cadet training ship in 1929) and she had 369,800 cu feet of refrigerated space. She ran aground at long Island in 1921, then a fire broke out in her No 3 hold in 1923 and was blown off the wharf at port Kembla in 1926. Sold to Blue Star on 21st August 1929 then transferred to Union Cold Storage Ltd (the parent company) in 1933. 1935 she transferred to Frederick Leyland & Co when Blue Star bought the goodwill of the company. Scrapped Inverkeithing Scotland

3rd September 1928 at 0740 Whilst at anchor off Barking Creek was run into by paddle steamer Clacton Belle.

26th Jan 1930. Whilst anchored off Gravesend was struck by SS Spheno, sustaining damage to starboard rubbing band.
Royal Albert Dock The Watkins tugs Badia, Doria, and Kenia entering the
cutting, bound for the Royal Victoria Dock basin on 29th May 1931.
Picture London Museum

1939-1945 Served on Thames throughout WW2.

December 1940 Assisted salvage of S.S. Llandilo damaged in a minefield.

She was an armed merchant ship British cargo ship steam date built in
1928 owned by Evan Thomas, Radcliffe & Co., Cardiff. She was built by
Bartram & Sons Ltd., Sunderland yard no. 262 and triple expansion engines
built by Blair & Co, Stockton-On-Tees producing 460 n.h.p. and a speed of
10 knots She was 126,5 x 16,3 x 7,9 m and 4966 grt .Her captain was
William Redvers Baden Burgess who was lost when she was sunk by
torpedo on 2nd November 1942 Her IMO no was 1160414

5th March 1944 Assisted towing Phoenix unit ex Royal Albert Dock to
Tilbury landing stage . The Phoenix breakwaters were a set of reinforced
concrete caissons built as part of the artificial Mulberry harbours that were
assembled as part of the follow-up to the Normandy landings during World
War II. These were concrete caissons of five different sizes, the largest of
which were 200’x60’x60’ and each unit weighed between 6044 tons and
1672 tons They were airtight floating cases open at the bottom with air-
cocks to lower them to the sea-bed in a controlled fashion. Around 2
million tons of steel and concrete were used in their construction. They
would form a breakwater to protect the harbour. 146 were constructed by
well known civil engineering contractors in 28 different locations mostly in
the south of England, including East India Dock [which had been drained
for the purpose], South Dock, Millwall, Red Lion Wharf, Northfleet,
Southampton Docks, Portsmouth Dockyard and Beaulieu River. When
completed they were towed to locations off Selsey Bill and Dungeness and partially sunk on the sea bed to help avoid detection. An early trial showed that a 750ihp tug could tow the largest units at 3 knots in ideal conditions.

For the Thames estuary towers, two steel Thames lighters were modified by inserting an additional 20 ft section, giving them an overall length of 214 ft by 23 ft beam. The tower was suspended between the lighters by a complicated procedure, too lengthy to explain in this brief history, and towed down river to the chosen location before being winched onto the sea bed. The tow from Gravesend was usually undertaken by four tugs. Challenge, Crested Cock, Arcadia, Badia, Sun II and Sun III are known to have been used. Each tower weighed 750 tons on average. 21 towers making up the three Thames Army Forts

The Maunsell Forts were small fortified towers built in the Thames and Mersey estuaries during the Second World War to help defend the United Kingdom. They were named after their designer, Guy Maunsell. The forts were decommissioned in the late 1950s and later used for other activities. The design was a concrete construction; a pontoon barge on which stood two cylindrical towers on top of which was the gun platform mounting two 3.75-inch guns and two 40 mm Bofors guns. They were laid down in dry dock and assembled as complete units. They were then fitted out, the crews going on board at the same time for familiarization, before being towed out and sunk onto their sand bank. The towers were built at the Red Lion Wharf site in Gravesend, towed down river and lowered by hand winch onto the sea bed, each tower taking up to eight hours to be placed in position. The first set of towers were placed at the Nore between May and July 1943, the second set, the Red Sand Fort between July and September 1943. The final set, the Shivering Sand Fort between September and December 1943.

On 5th April 194 The “Badia” along with Vincia and Arcadia towed a mulberry block to Tilbury from the Royal Albert Dock
The Army forts were fabricated, fitted out and equipped on the south bank of the Thames at Red Lion Wharf, between Northfleet and Gravesend and then towed to Berth 28, Tilbury Dock for final fitting out, before being towed out and sunk in position. Each tower took about eight weeks to build and weighed some 760 tonnes. Individual towers were then towed into position suspended between two specially modified barges, each taking eight hours to put in place.

The grounding of Roughs Tower, when a disaster was narrowly avoided, and the sinking of Knock John Naval Sea Fort in designed manner. The sinking of the first Naval Sea Fort (Roughs), almost ended in disaster, due to a panic order given before the pre-sinking procedures had been completed. All the drama of this sinking is captured on film and viewers will look in disbelief as the huge 4,500 ton structure lists over 35 degrees and almost capsizes with over 120 men on board.

Enduring snow & high winds towing the 100-foot high 4,500 ton mass the tugs had problems controlling the unwieldy fort. It hit a number of buoys the Thames Boom in place between Minster (Sheerness) on the Isle-of-Sheppey to Shoebury Essex. Roughs was the first Fort to be grounded on Wednesday 11th February 1942 & was sunk in 37 feet of water in just 15 minutes on the Roughs Sand, some 6.0 nautical (6.9) miles off the Felixstowe, Suffolk coast.
Here seen in Ramsgate

In 1946 she was fitted with a Kort nozzle to improve her towing power or bollard pull and she was one of the 1st tugs to be fitted.

“Badia” on the slip in Ramsgate having a “Kort” nozzle fitted to improve towing performance. The experiment was not very successful and it was possibly removed latter.
On 1st October 1947 she was sold to the Fowey Towage co arriving in Fowey on 22nd October. She was renamed Penleath. Her funnel was yellow painted with a black coloured band (top). In April 1948 she transferred ownership to Toyne and Carter the ships agents and sole ownership of John Cater the following month. She remained managed and operated by the towage co.

In 1961 on the demise of the Fowey Towage Co she was transferred to the Fowey Harbour Commissioners who adopted the funnel colours. On the modernizing the fleet she was sold to London and then scrapped by Marel and de Korte, Bruinidse, Rotterdam.
Captain Russell,
s.t. "Radia"

Dear Sir,

The enclosed cheque, we wish you to look upon as an appreciation of your conduct and loyalty to your King and Country during the attempt to upset law and order.

On our own behalf we thank you for your help to us, so that we might do our "bit" to defeat the movement.

Yours faithfully

For William Watkins Ltd.

John S. Watkins  Director.
British tug Badia
by roodbaard1958
<table>
<thead>
<tr>
<th>Name of Vessel</th>
<th>Penleath</th>
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<tbody>
<tr>
<td><strong>In Fowey</strong></td>
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<tr>
<td>Previous Names</td>
<td>Chester III Badia</td>
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<table>
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<tr>
<td>G.R.T.</td>
<td>150</td>
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<th>Phillips and Sons, Dartmouth</th>
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<table>
<thead>
<tr>
<th>Dimensions</th>
<th>Length</th>
<th>Beam</th>
<th>Draft</th>
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<tbody>
<tr>
<td></td>
<td>96'</td>
<td>20'6&quot;</td>
<td>10'9&quot;</td>
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<tr>
<th>Engines</th>
<th>500 B.H.P. Phillips and Sons, Dartmouth</th>
<th>Bollard pull</th>
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<th>Owners Built for</th>
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<tr>
<th>History Before Coming to Fowey</th>
<th>Year</th>
<th>Ramsgate Requisition for Admiralty during war as HMS Chester</th>
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<tbody>
<tr>
<td></td>
<td>1940 to 1946</td>
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<th>Owners in Fowey</th>
<th>1-10-47 April 48 May 48 1961</th>
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<tbody>
<tr>
<td></td>
<td>Fowey Towage Co Toyne and Carter</td>
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<td>John Toyne</td>
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<td>Fowey Harbour Commissioners</td>
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<th>History on Leaving Fowey</th>
<th>1962</th>
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<tr>
<td></td>
<td>London Scrapped by Marel and de Korte, Bruinidse, Rotterdam</td>
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VOYAGES OF THE TUG PENLEATH

Fowey
1947 to 1962

London
1909 to 1940

Built Dartmouth
1909

Scrapped Bruinidse,
Rotterdam 1962