



# THE HISTORY OF THE DREDGER

# LANTIC BAY



## Vessel details

<b>Name</b>	<b>LANTIC BAY</b>
<b>Type</b>	<b>Grab Hopper Dredger</b>
<b>IMO / MSI</b>	<b>8645088</b>
<b>Call Sign</b>	<b>MHYZ2</b>
<b>Gross Tonnage</b>	<b>147.5</b>
<b>N.R.T</b>	<b>80.98</b>
<b>Deadweight</b>	<b>216</b>
<b>Length</b>	<b>28.93m</b>
<b>Breadth</b>	<b>7.34m</b>
<b>Draft</b>	<b>2.49m</b>
<b>Year Built</b>	<b>1958</b>
<b>Yard Built</b>	<b>Brazen Island, Polruan Fowey</b>
<b>Yard number</b>	<b>FHC9</b>

The dredger Lantic Bay has a special part in the maritime history of the Port of Fowey. Named after the bay one mile to the east of the harbour she represents the self determination of the folk of Fowey harbour to be self-sufficient. She was built by men from the community at the Brazen Island ship yard being its most successful build and still operating today when other of her time have been scrapped. Her design was largely drawn up by Captain Mitchell in the harbour office and modified and adapted by the men who built her and knew dredging in Fowey. She has gone through many changes, removed vast quantities of dredged material and carried out many varied marine operations around the country and is today back in Fowey doing the job she was built for.

# The Building of Lantic Bay

## at Brazen Island, Polruan

### in 1957 and 1958

With the dredging plant sold for work in Milford Haven plans were submitted to the Harbour Commissioners by Capt. Mitchell the Harbour Master and it was agreed on **22<sup>nd</sup> May 1957** to build a grab dredger at Brazen Island Ship Yard. Lockett and Wilson had taken over the yard in April that year and contracts were signed. Work commenced in **mid July 1957** and materials were being bought. Negotiations proceeded to purchase main engines and auxiliaries from Channel Shipping Co. Ltd ex their vessel **Grantez** which was in Fowey being made ready to breakup. The engine was a Crossley diesel engine, this was purchased along with the propeller and shaft, the auxiliaries for £17250. The same company also sold the Commissioners an R.B.19 diesel crane with double rope grab and barrel for dredging to a depth of 55 ft. This was located in Nottingham. Whilst being built she was known as FHC 9.

#### **October 1957**

The bulkheads at the forward and aft extremities of the hopper well had been prepared and were ready for erecting into position and riveting. All shell frames between these bulkheads had been punched and shaped. Work was progressing on the hopper doors and hinges as well as works in the buoyancy chambers.

#### **November 1957**

Work progressed in the hopper well shell plating was prepared including the shaping at the bilges.

#### **December 1957**

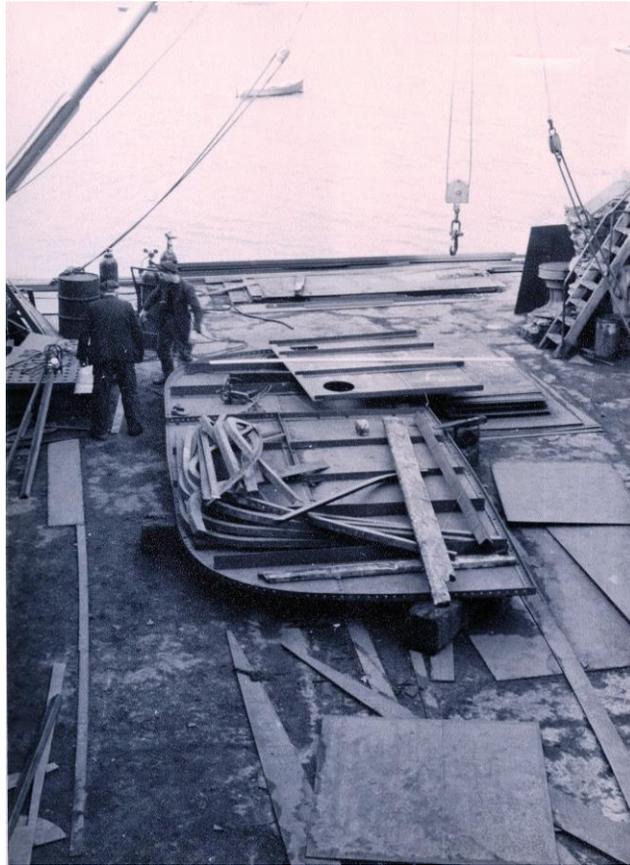
Work had progressed well in building the hopper and plating had started. The floors, frames and deck beams abaft the hopper well were being prefabricated and erected

#### **January 1958**

Construction was progressing aft and the transom floors were being fitted

#### **February 1958**

Hull frames were now being plated and riveted. Frames and beams forward of the hopper well were bent and ready for setting up. The main engine seating was almost ready to receive the bed plate.



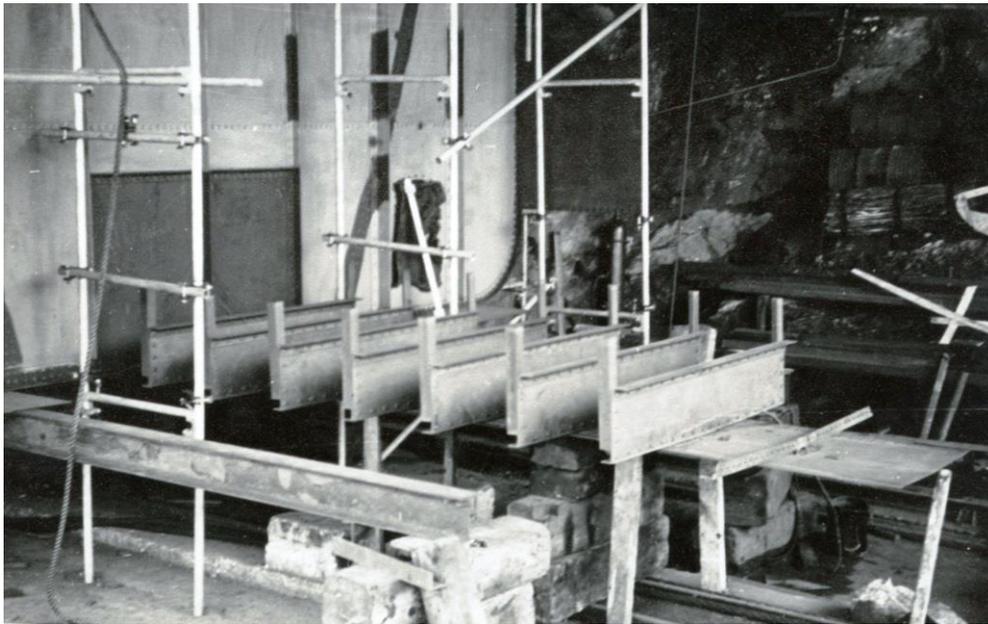
Bulkhead 44 part of the deck house and several frames ready for erection and laid out in the yard. Frames etc were lofted in the upper floor above the engineers shop. Walter Slade seen here with a colleague. Derrick used to lift steel etc .( this was removed in 1986.) also ships aft capstan waiting fitting.



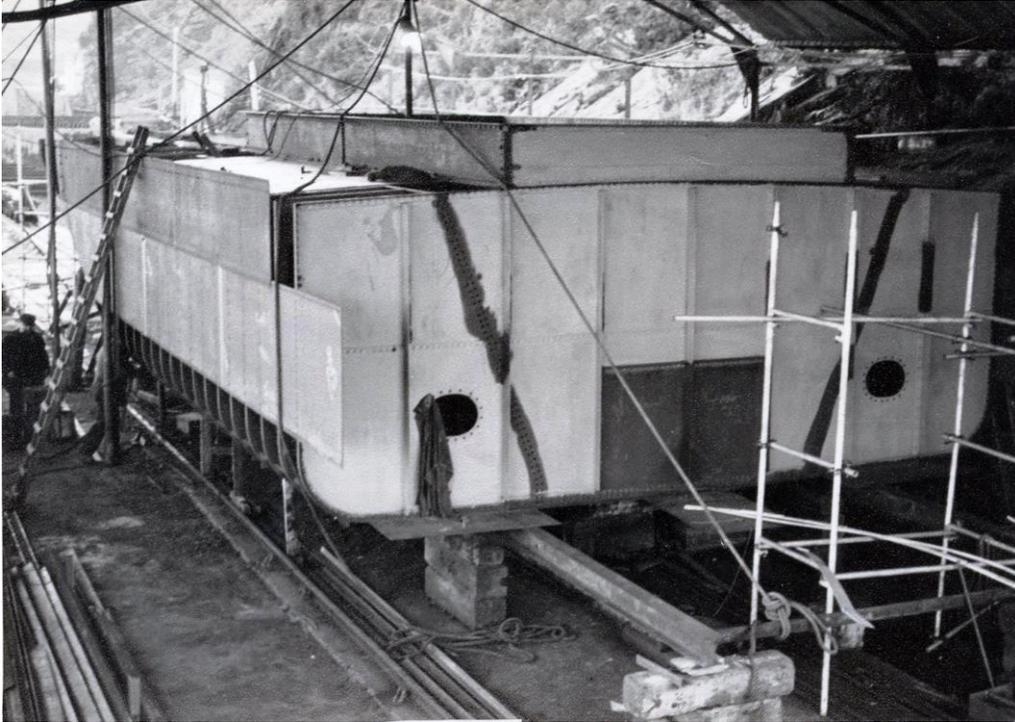
Holes cut for hatches into wing tanks



In Feb the forward bulkhead of the hopper well at frame 36 was in place with the keel plate and fuel tank floors erected. In picture Raymond Curtis, Percy Beswarrick, Ted Tyrrell and John Vincent



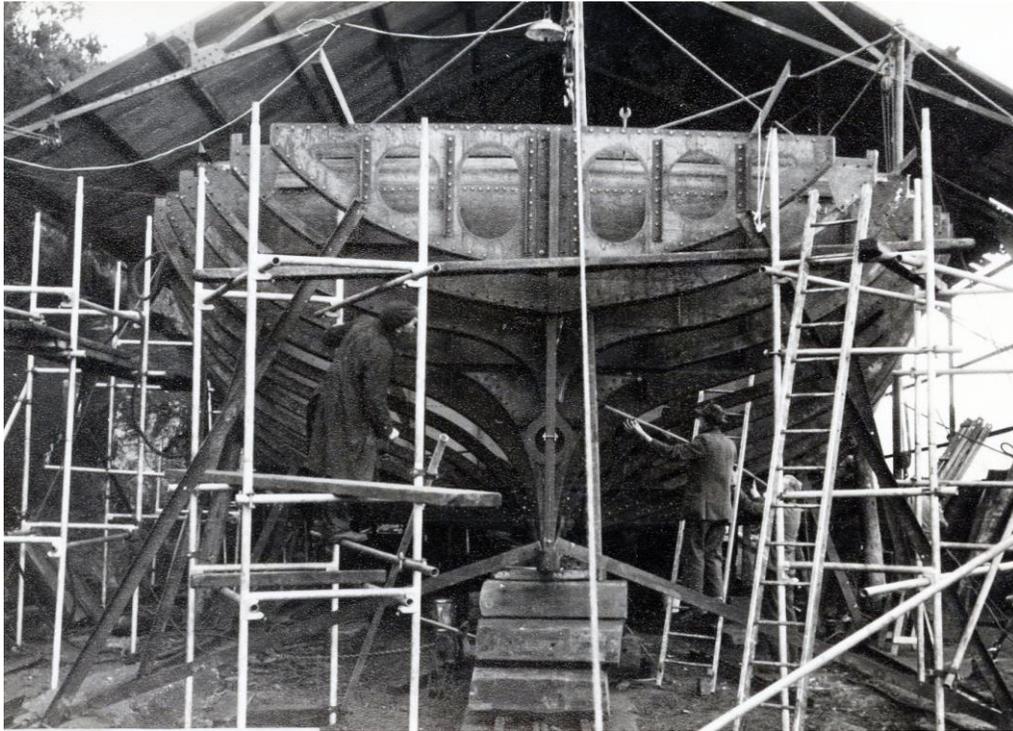
For'd bulkhead of hopper well at frame 36 with keel plate and fuel tank floors erected



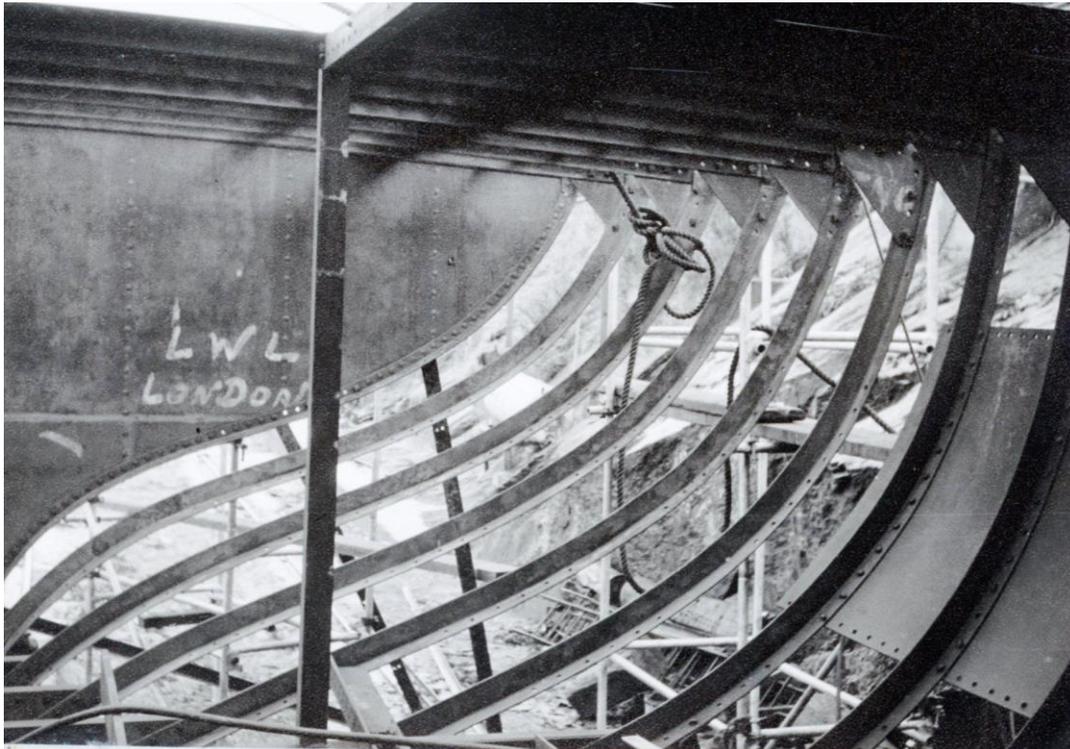
Bulkhead and for'd end of hopper



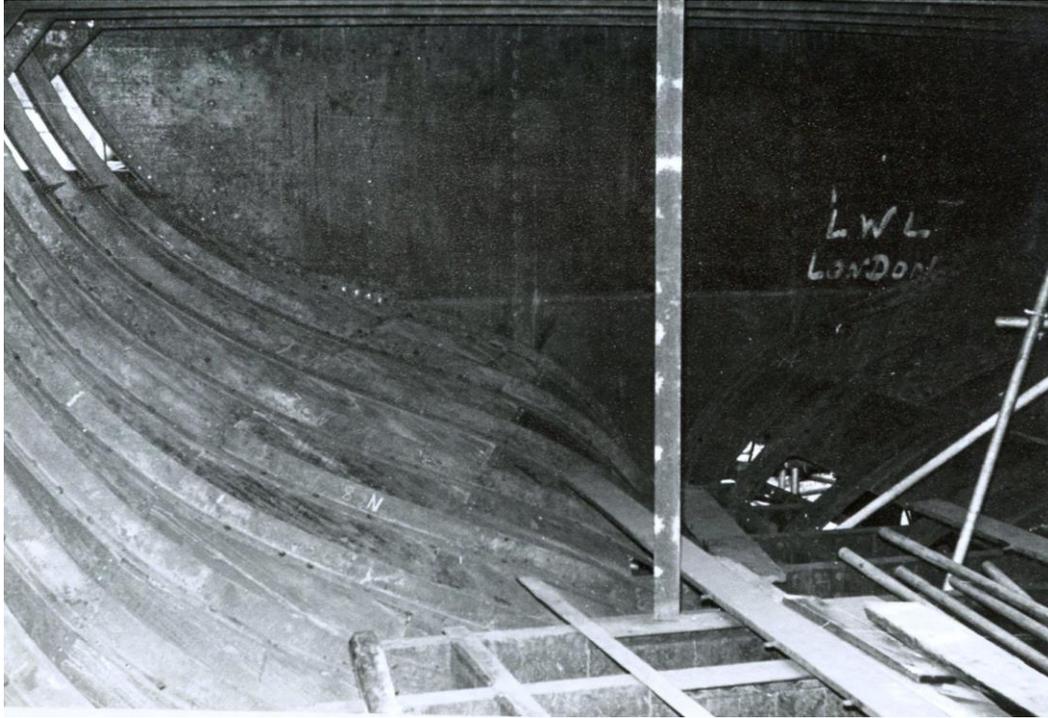
Fabricated stern  
Frame



View of stern frames on the centre line



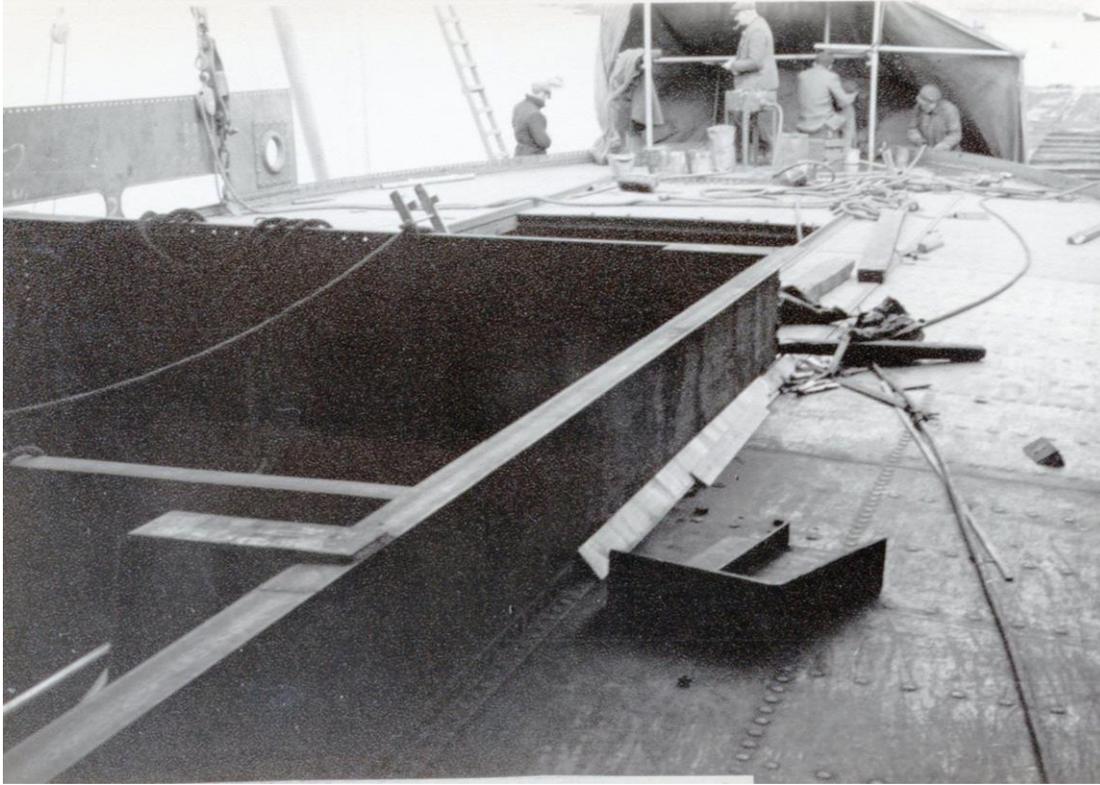
Engine with aft bulkhead erected and the frames on the port quarter and start of hull plating



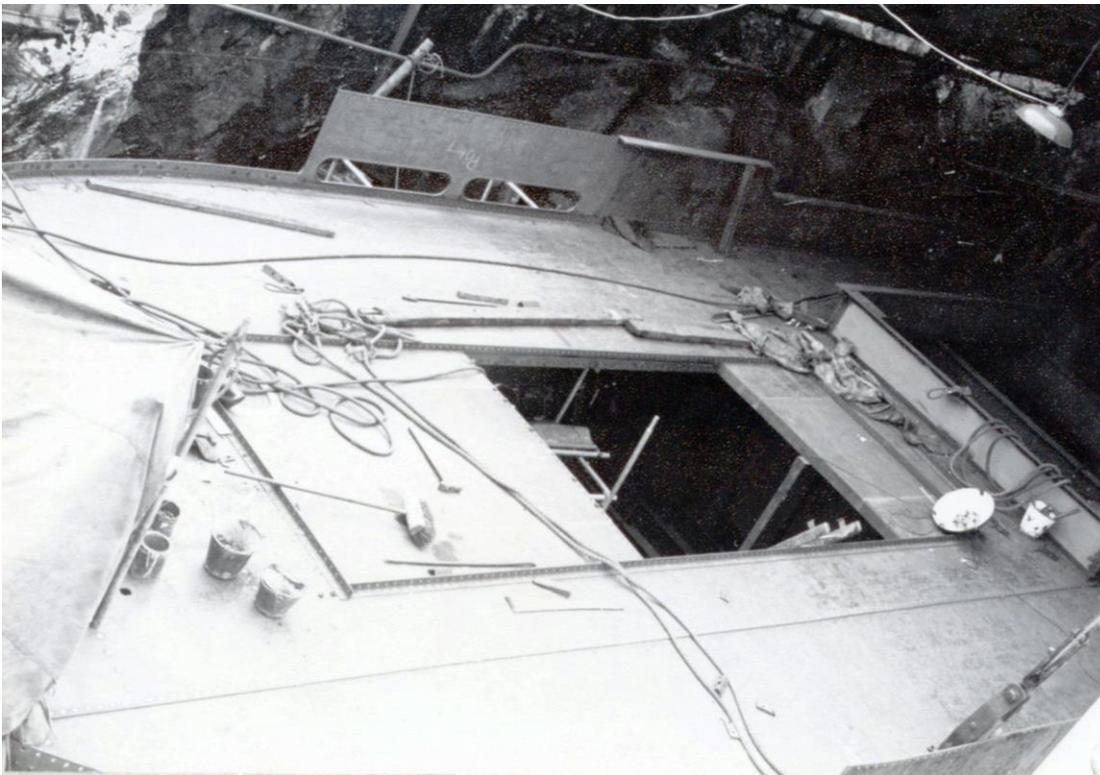
on the starboard side in the engine room space



View of aft section of vessel showing access into engine room and hopper forward



Looking aft towards men working on hull and deck plating. Men include Dick Netherton and Reg Vincent



view of aft deck

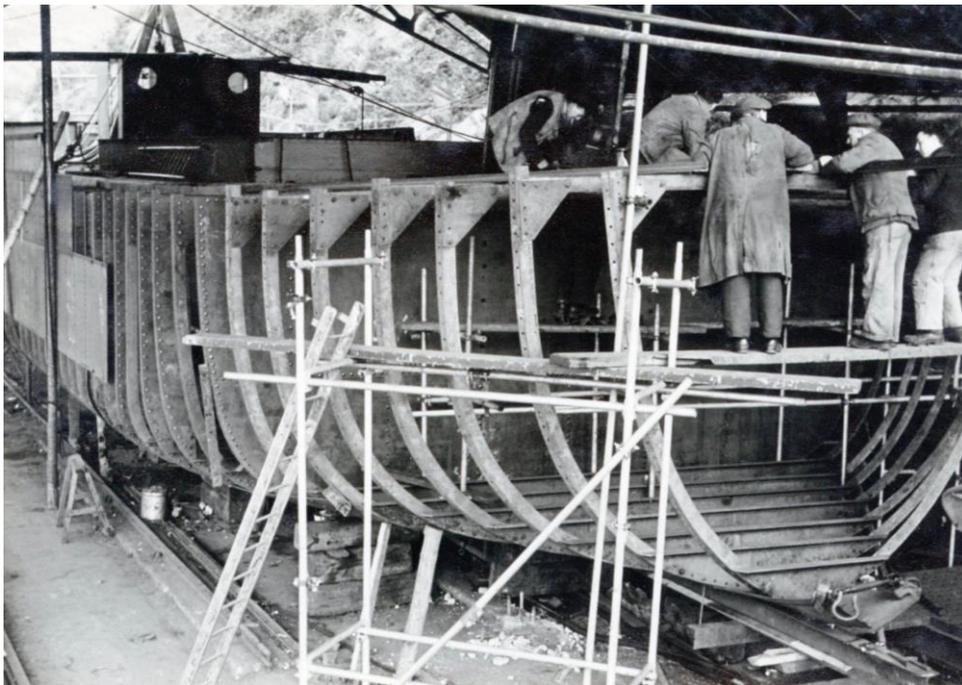


Stern section, transom post and deck line  
Charlie Hawke, Reg Vincent and Phil Dennis

### **March 1958**

The hull was completely framed and beamed and good progress was being made with the plating. Part of the deck house had been erected and the machinery was being installed in the engine room.

The name "Lantic Bay" was chosen at the Board meeting on 6<sup>th</sup> March 1958



Fairing bow frames and beams  
Wally Stephens, Percy Beswarrick and Raymond Curtis



Wally Stephens and Phil Dennis at bow sections



Setting bow frames and beams  
Raymond Curtis, Ted Tyrrell, Dick Netherton and Percy Beswerick



Boring the facing Boss and stern frame

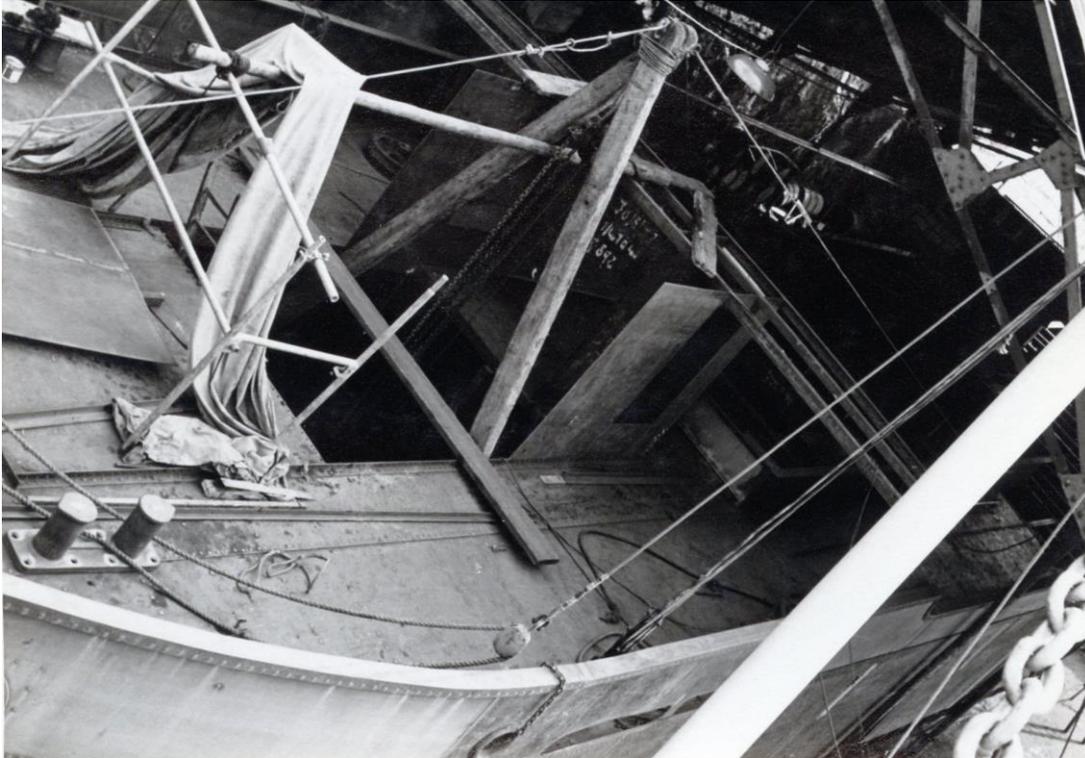




Stern of vessel



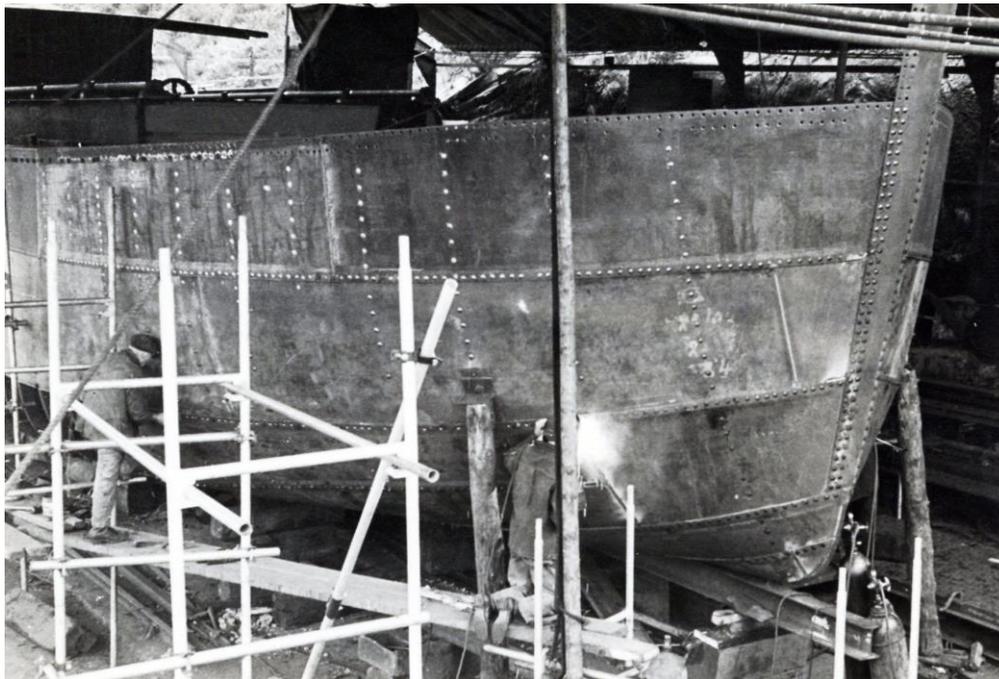
Aft deck with deck gear being fixed



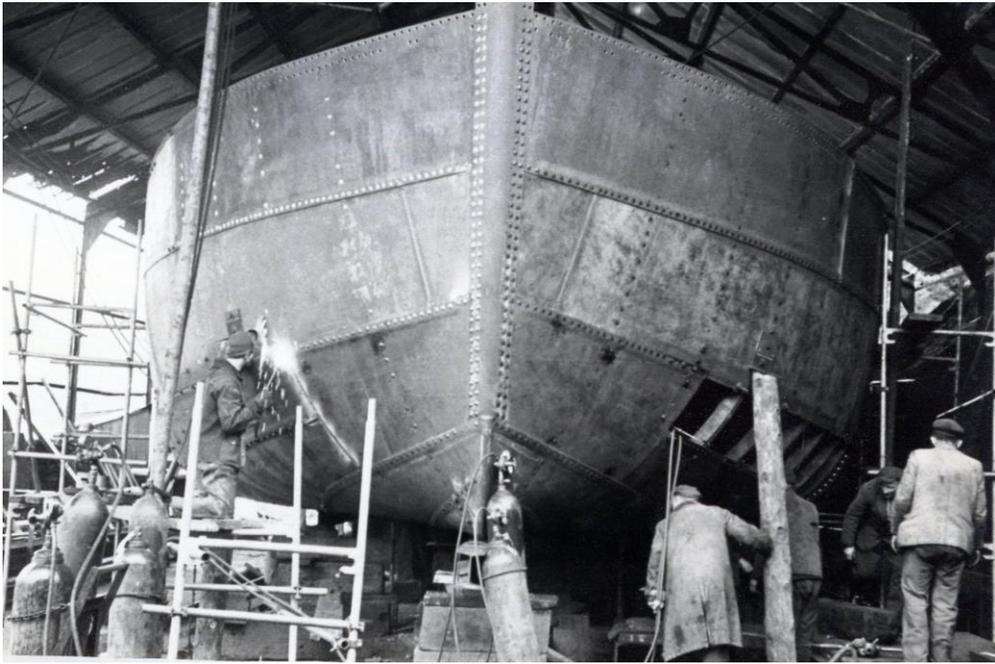
Sheer legs set up to handle machinery

**April 1958**

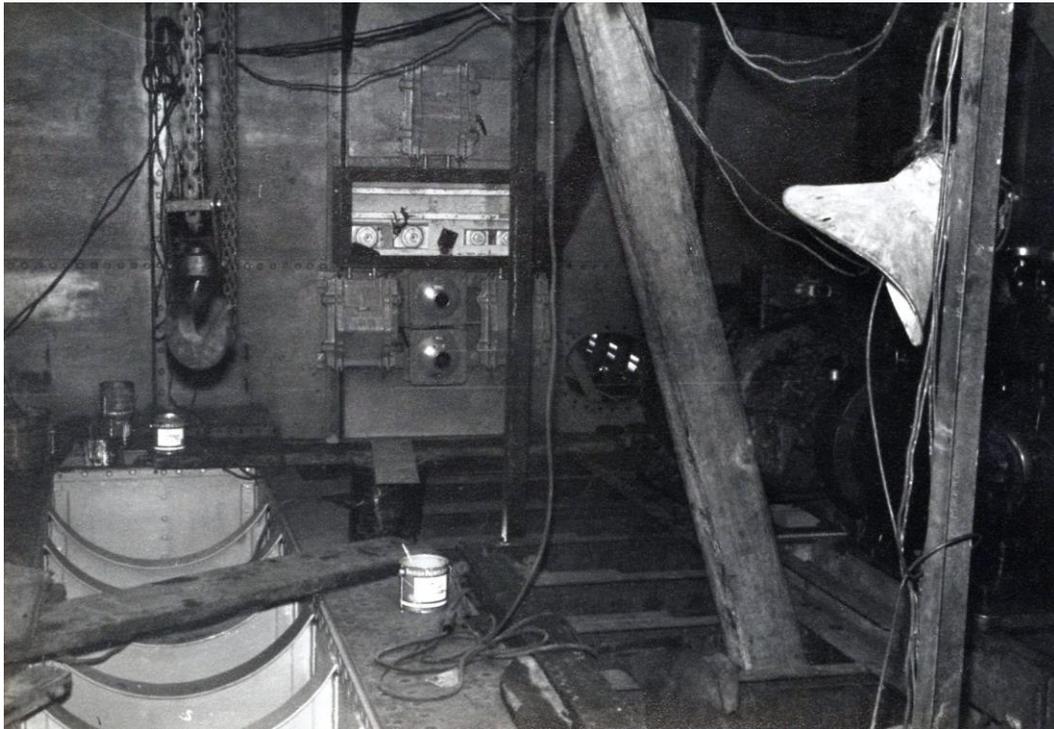
The bow was almost completely constructed. Part of the fore deck had been plated and apart from the bilge plates amidships and the forward bulkhead the hull was nearly completed. The main engine and auxiliaries had been placed in position and the stern tube, tail shaft and intermediate shaft had been fitted.



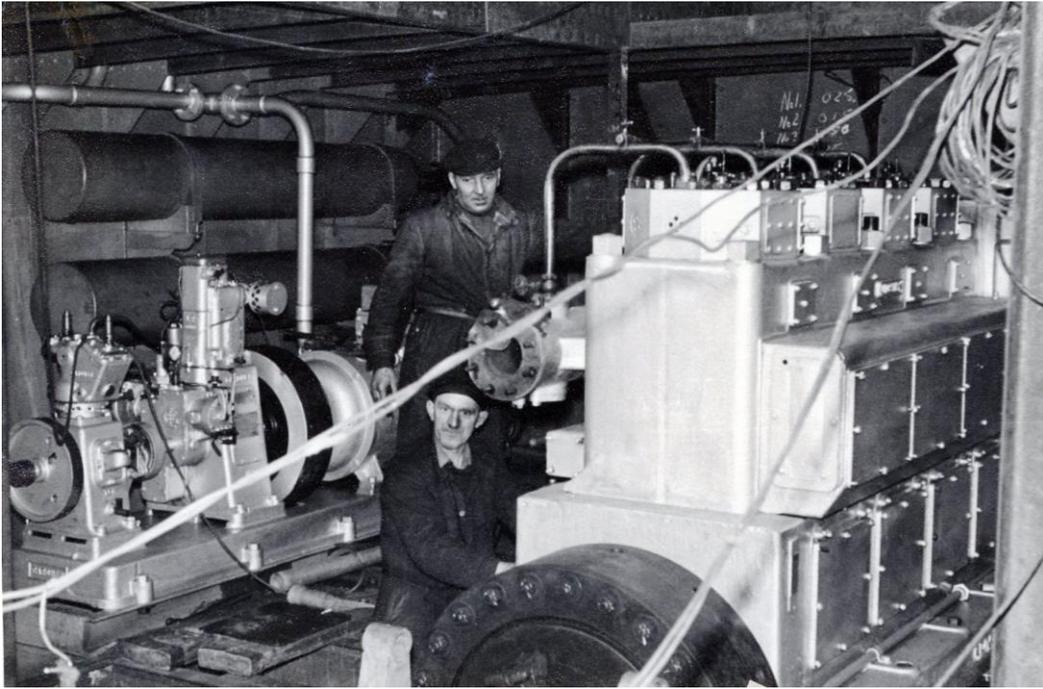
starboard bow



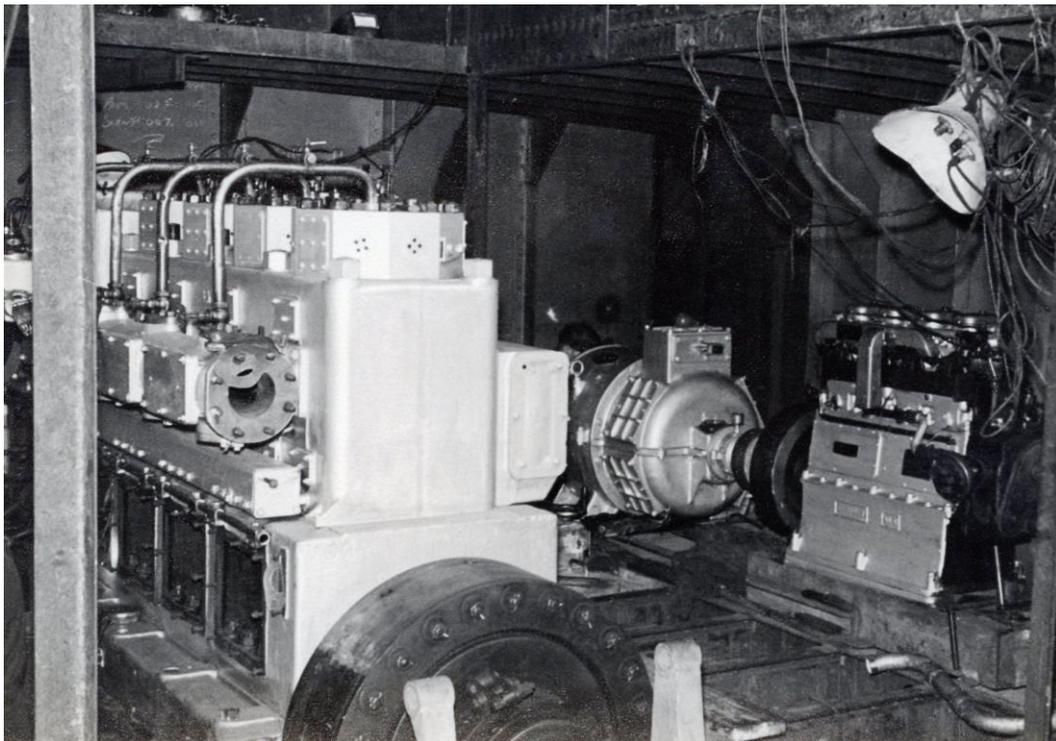
Bow to deck line  
In picture Basil Brown, Wally Stevens and Nick Nicholls



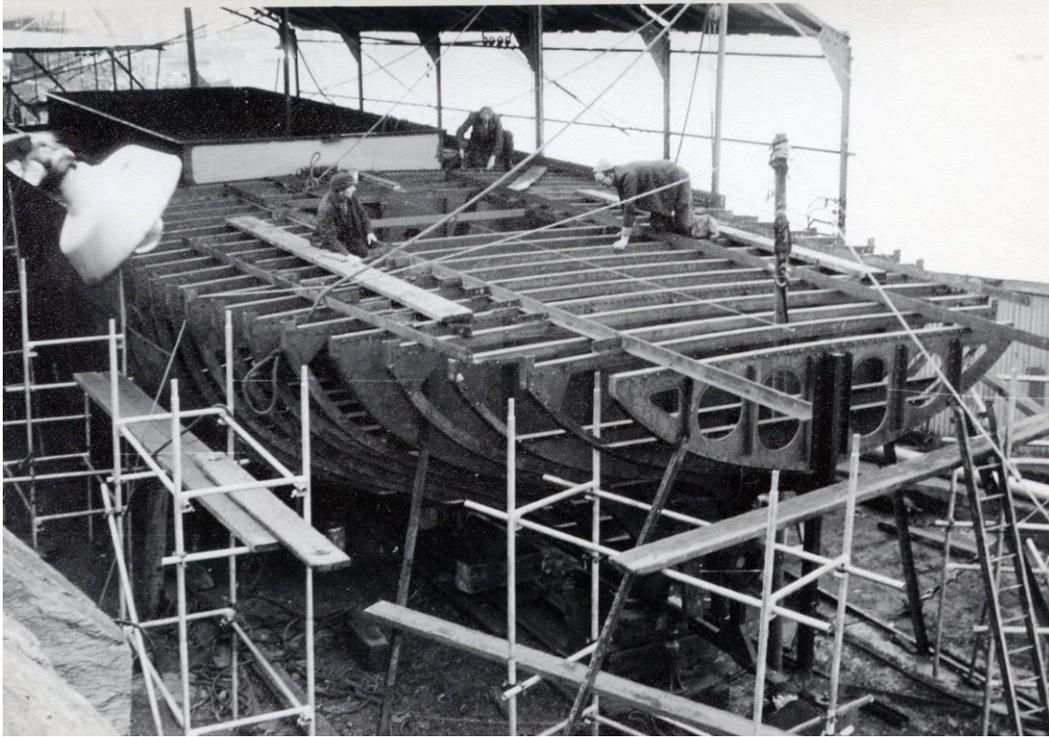
Installing Machinery in the engine room. Engine pit



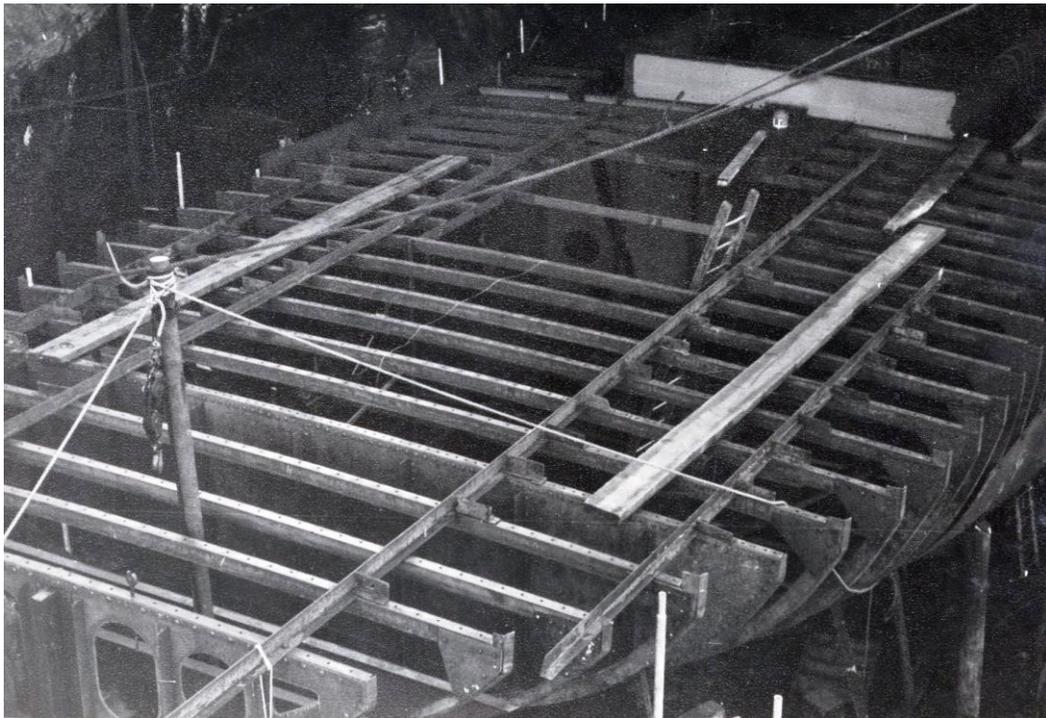
Main engine and auxiliary. The original engine was a 1931 Crossley replaced in 1983 at brazen island in the picture Peter Jacobs and David Adams

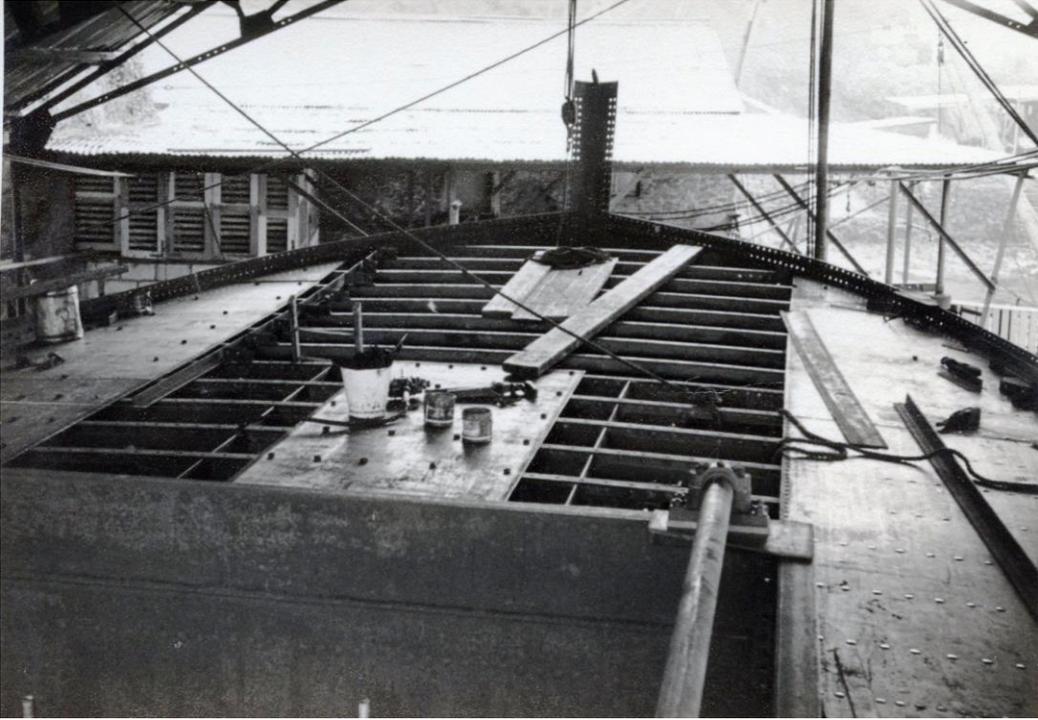


Main engine and main generator on starboard side



View of stern and hopper  
John Fuge on right





foredeck forward of hopper



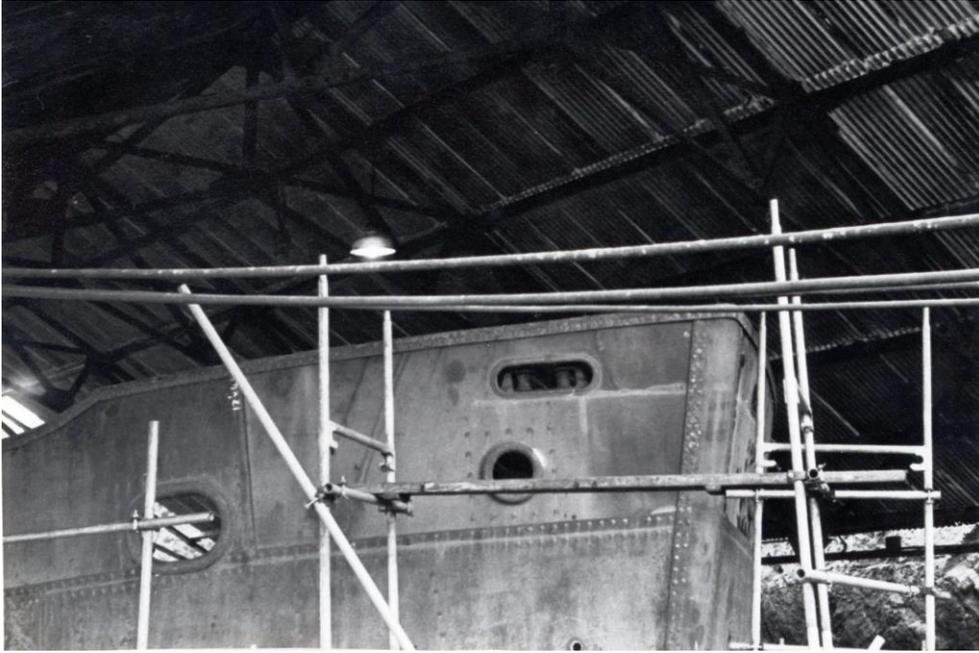
portside  
Tom Slade in the middle



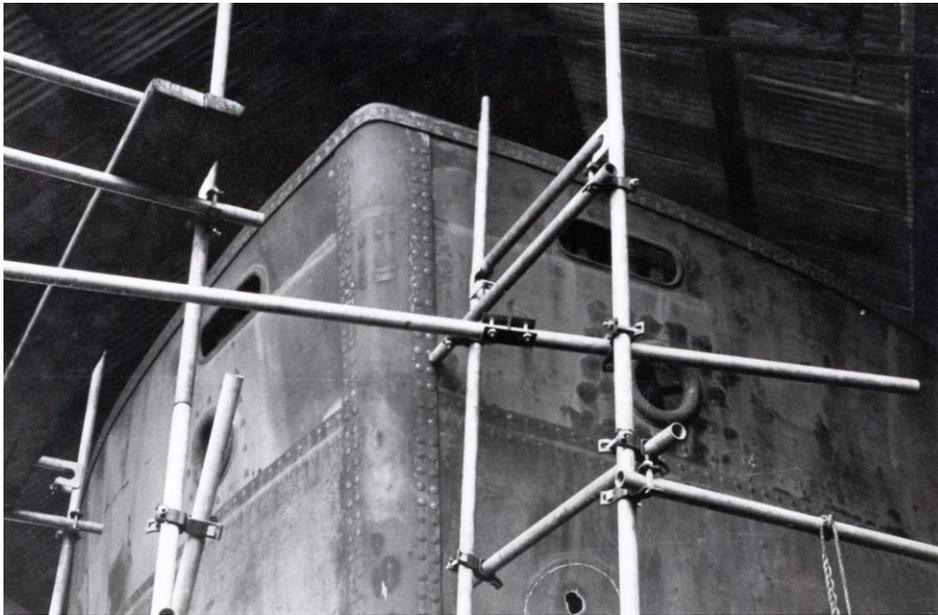
Stern section under the shed.  
Note derrick and power cables gantry running inshore of hut and RAF tender in background

### **May 1958**

The hull was almost completed. Preparations were being made to move the vessel onto No 1 cradle as the vessel was being built under the shed above the main slipway.. She was then transferred to no 2 slipway for launching. The name had been approved by the Registrar of Shipping in Cardiff and she had been measured for tonnage. Registration in the Port of Fowey would be completed by June. The crane had arrived on 23<sup>rd</sup> May it was dismantled and taken to Brazen Island for fitting. The Board agreed that Mrs W.H.Graham , widow of the late chairman would name and launch the vessel.



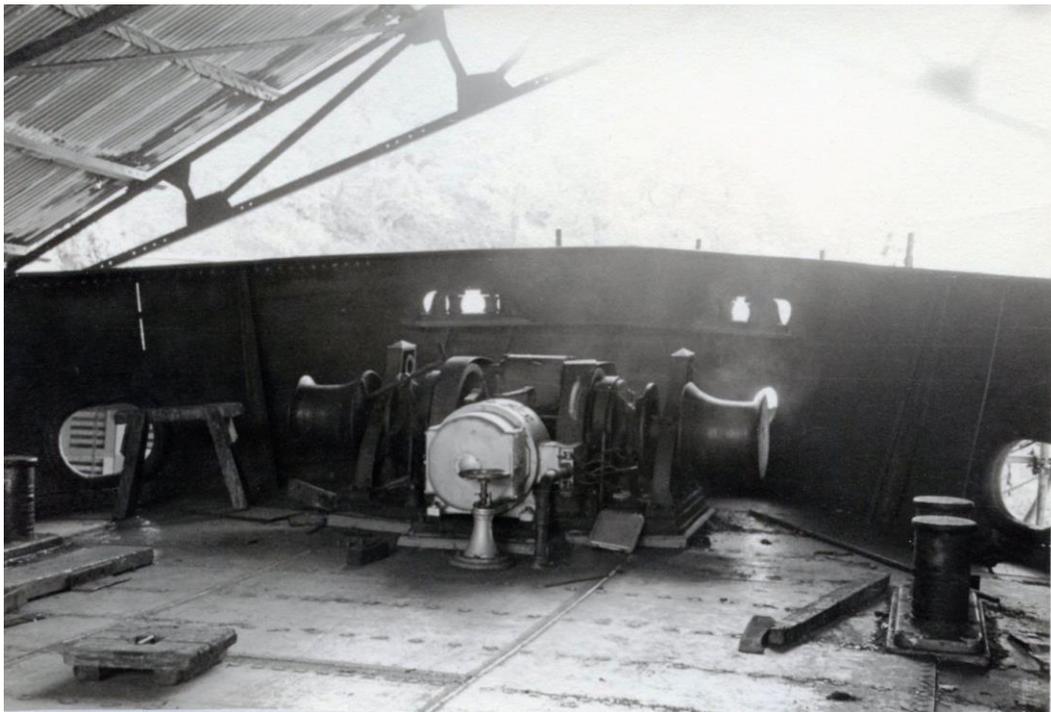
starboard bow with mooring ports



Bow showing hole ready to cut the hawse pipe on port bow



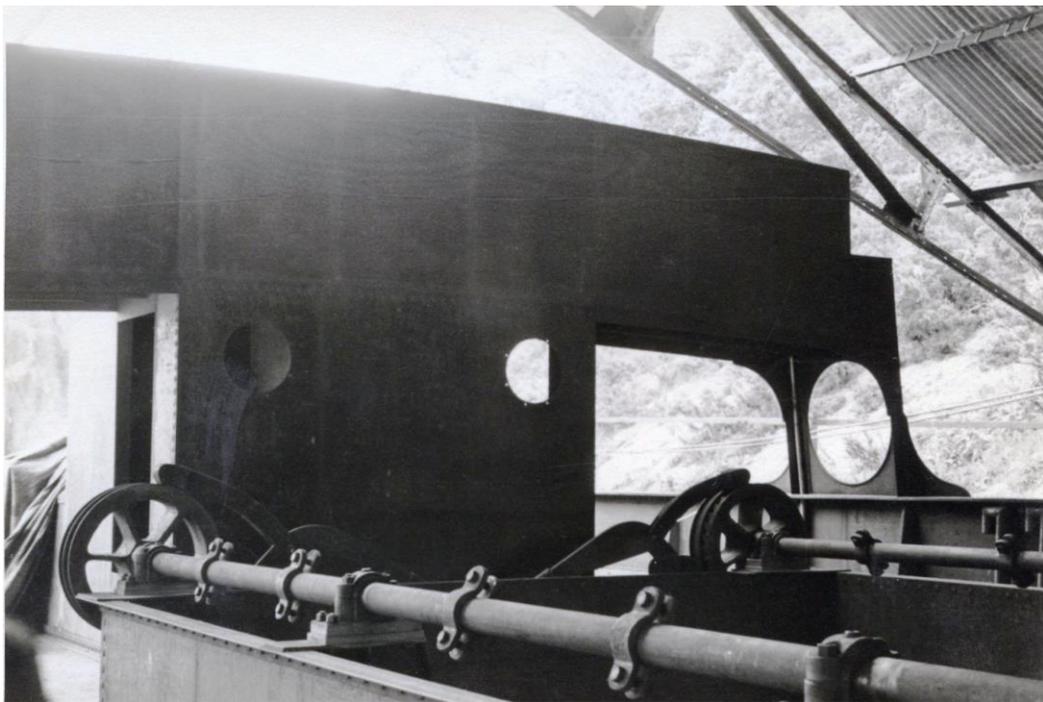
after deck with capstan and mess room



foredeck with windlass



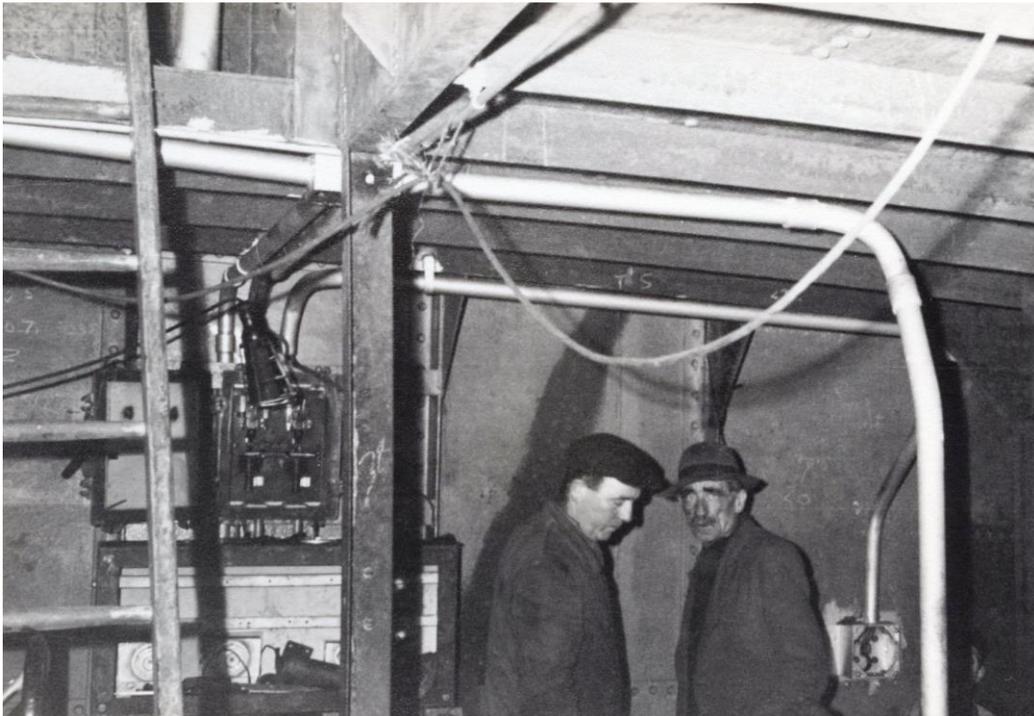
View of deckhouse and bridge from aft



Door raising gear starboard side hopper



Starboard side working under bilge



Phil Dennis and colleague in the engine room



Propeller shaft and stern tube and bush. This was as new at major Bureau VERITAS survey in 1986  
.only slightly worn when sold in



Port side of engine room 22<sup>nd</sup> May 1958  
George Gale, foreman at the yard, emerging from starboard buoyancy tank

## June 1958

Lantic Bay was transferred to No 2 slipway on 18<sup>th</sup> June 1958 and draft checked. She was painted ready for launching



On no 2 slipway with the coaster Vaugban on no 1

**14<sup>th</sup> July 1958** Lantic Bay was named and launched on Monday afternoon at 3.30pm by Mrs Graham with the Mayor and Mayoress of Fowey in attendance. She had cost just under £60000 to build.

Her trials in the October were a success and she logged 8.95 knots and she commenced dredging at Whitehouse Quay on 23<sup>rd</sup> October. By the end of December Bueau Veritas with whom the Lantic Bay was classed with throughout her working life in Fowey completed her load line certificate. It wasn't until March 1972 that a stability book was required to meet the regulations. This was done by a naval architect E.H.Taylor.

With the Lantic Bay the Harbour Commissioners were able to offer a service to ECC Ports of dredging Par Harbour and on 29<sup>th</sup> February 1960 she started what would be a regular operation ensuring the harbour was and the approaches were deep enough to take the ships of the time. Each year she would remove up to 120 loads a year steaming all the way to the dumping ground off Lantic Bay. She would enter on the rising tide dredge and steam to the ground weather permitting. In the early days she would be white with the clay dredged from the harbour but over the years the amounts of clay lost were reduced dramatically and she dredge mainly sand washed into the harbour.

Working hard took its toll on the crane engine which was quite old. A replacement was fitted in Par Harbour on 27<sup>th</sup> June 1960. This was the first of many updates to what was largely second hand equipment and machinery she had been built with. The windlass invariably gave trouble together with the aft capstan. In 1975 the windlass failed completely and ECLP engineers rewound the motor as a temporary solution. Because of its' age and the need to have a working windlass a new hydraulic one was ordered. The same year the auxiliary compressor also built in 1933 failed. This was also replaced but with a second hand unit. The Priestman crane was replaced totally with a Priestman 400 at a cost of £11500 in in May 1970. The operation was carried out in Charlestown where cranes could lift off the old and put the new aboard and

Charlestown engineering carried out the work. Shortly after she had to head to Plymouth for repairs to her fuel tanks by Fox and Hoggart Ltd.

In addition to dredging Lantic Bay was used for many other operations. One of these was supplying fresh water to laid up ships and the first of these was in May 1961 to the m.v."Athel Knight" which had been laid up on 10<sup>th</sup> April 1961. She loaded the water in the wing buoyancy tanks and it was then pumped on board the ship. When the Falmouth dredger "Briton" was chartered to do the capital dredge at Fowey jetties in 1969 she was used to take coal and water to the vessel as she was steam powered.

In September that year the Commissioners agreed that as the tug St.Canute rarely went to sea she didn't need her radar and this was transferred to the Lantic Bay to assist navigation especially working at Par.



From the early 1960's she provided a base for inside the harbour committee ship moored to the swing buoy and was used on a number of occasions as part of the early firework displays platform

There were occasions when she was used to give assistance to vessels stranded or aground. The first was on 28<sup>th</sup> September 1959 she re-floated the Everard ship "Clarity" which had run aground near the old gridiron. Another occasion was when she gave assistance to m.v. "Verneesingel" aground outside Par harbour on the 23rd June 1964 removing part of her cargo then towing her seawards. This happened again, this time to m.v."Filrix" aground on 20<sup>th</sup> December 1965 which led to the dumping license being amended to include the emergency dumping of china clay. On 1<sup>st</sup> June 1966 the m.v."Dapa" broke down in Par harbour and she towed her fully loaded out of the port and across to Fowey for repairs.

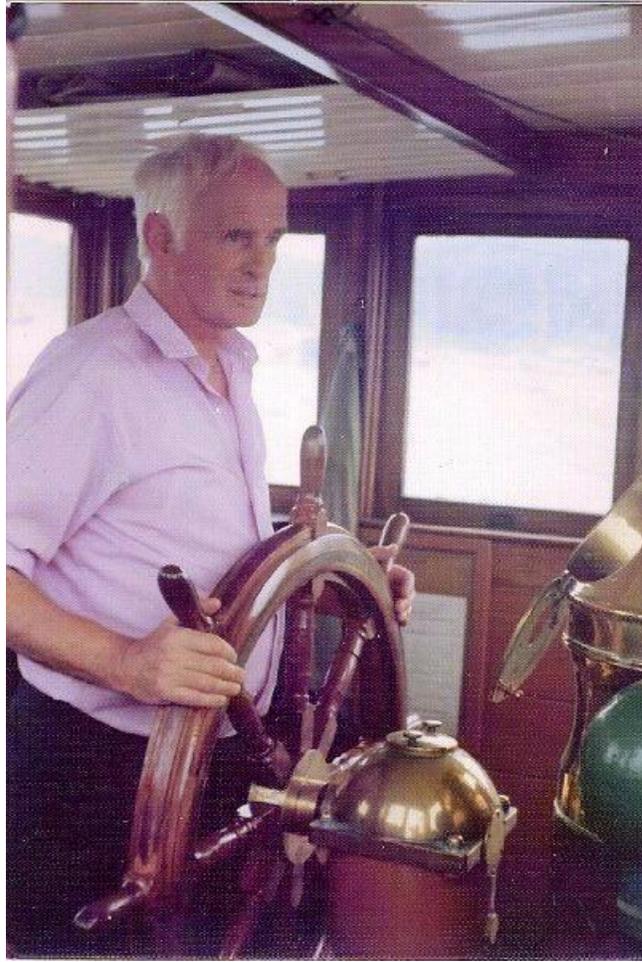
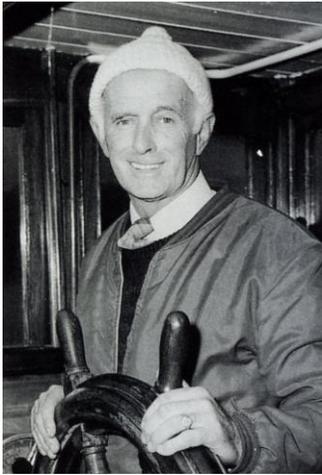


Dredging off town quay

In 1968 the first of frequent engine overhauls took place. By now the engine was over 30 years old and had worked hard in both vessels it had been in. In March 1978 it was found there was a misalignment of the main engine with the tail shaft affecting the clutch and thrust block.

In addition to dredging at Par Lantic Bay did some dredging in other ports known as outside work. In March 1972 she headed to Plymouth to removing about 8000 cu yds of material from Sutton Harbour. She completed the work in 6 weeks and 2 days. Looe benefitted from a visit to remove some build-up of material at the harbour mouth.

In December 1976 her first Master, Hughie Evans retired having started with the Commissioners in 1929 as a deck boy.



Ernie Libby who had been engineer was promoted to master

By 1976 it was necessary to start replacing some of her deck and a 28 ft by 4 ft section either side of the hopper was replaced. The deck plating around the windlass and the winding gear was replaced in February 1977 and another section in 1978. With approval of the surveyor the plating in the hold was doubled in March 1980 and in 1982 the deck over the engine room was replaced

In January 1979 after much discussion Looe Harbour commissioners asked for Lantic Bay to dredge inside the banjo pier. This was just before Fowey and Looe were badly flooded HMS Avenger visited the port on 20<sup>th</sup> July 1979 and Lantic Bay was deployed to drop her second anchor and recover it on sailing

### **Helping Salvage the m.v. Shoreham**

Probably one of the biggest jobs away from dredging that she did was the go down to Mullion Island to the west of the Lizard where the m.v. Shoreham had run aground. She was owned by Stephenson and Clarke Shipping Co, reputedly the world's oldest shipping company and had a cargo of limestone. She had been built in 1957 by Hall, Russell & Co. Aberdeen. She had Gross tonnage of 1834 at Net: 918.

Lantic Bay had left Fowey at 0600hrs on 5<sup>th</sup> July with Captain Wilson in charge, arriving alongside the vessel at 1100 hrs. 1000 tons of cargo were jettisoned and she

departed at 2200 hrs getting back to Fowey at 0300hrs .The Falmouth tug St.Mawes towed the Shoreham off and took her to Falmouth. Unfortunately it was decided that she was too badly damaged and having discharged her cargo she was scrapped.

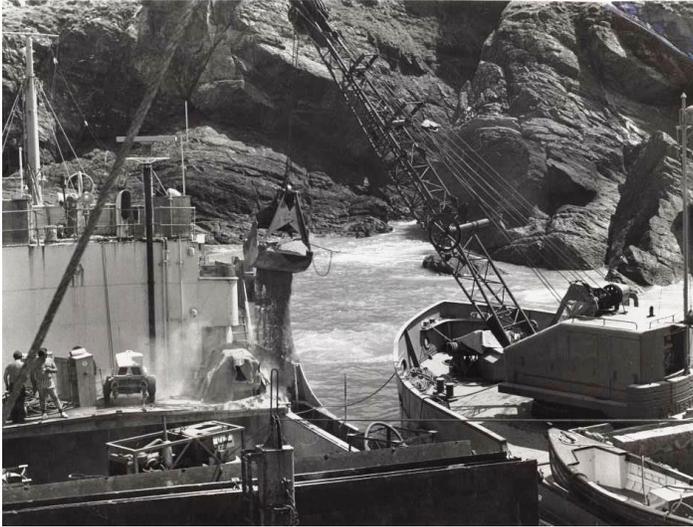


m.v.Shoreham



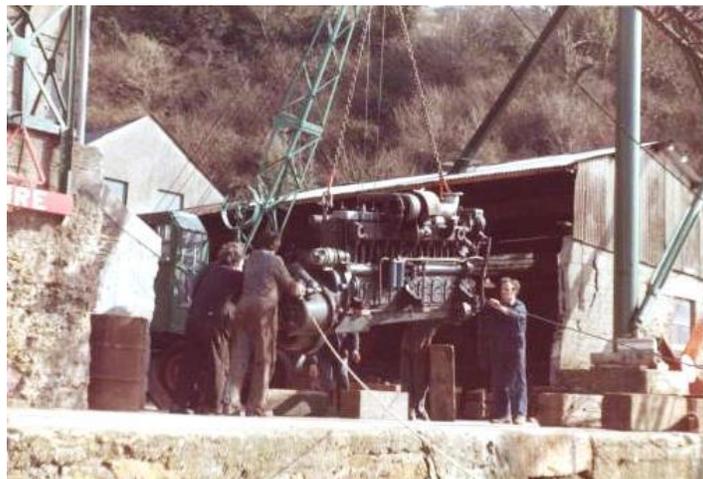
Alongside the Shoreham discharging the limestone (Duncan MacKensie Collection)





In early 1980 the ships plates in the hold were doubled for the first time and the main bearings had to be re-metalled by Crossleys. The Board discussed the costs of a replacement dredger being advised to build one at Brazen Island would be in excess of £500k and that the commissioners no longer had the staff for such a task.

The deck over the engine room had to be replaced in February and September 1982 and her engine was giving considerable trouble by July that year. The Board agreed to replace it and one was found at Gravesend on the Thames. It was a Kelvin TS8 for sale by Gravesend Marine Spares for £12,000. A surveyor was engaged to inspect it and upon receiving a favourable report the board agreed to purchase it at their March 1983 meeting.



The second hand engine purchased in 1983 on deck before landing at Brazen Island

By May the engine had been stripped down in the yard at Brazen Island and it was found that some damage had occurred due to water lying inside for a long period. Spares were ordered and a rebuild commenced. In August she was beached to enable Kelvins to take measurements to supply a propeller for the engine keeping the existing shaft. The skylight housing was lifted off to gain access to take out the old engine and replace. This was done in September and her new propeller arrived in the October. The Brazen Island team under foreman Alfie Crapp work hard and she was back in service on 3<sup>rd</sup> November. Her old engine was sold or used for spare for other Crossley engines raising £1000.

Having had a major refit she worked in Fowey and Par helping the dredging of Pont and deepening the underhill flood tide berth for bigger ships in addition to keeping the channel at a depth of a minimum 7 metres below chart datum. August 1985 saw her return to Charlestown to remove two loads from near the gate to enable repairs to be carried out to the sill. A further load was done in the October to complete the work. More work was done in August 86 when two more loads were removed.

In November that year the board discussed the dredging options further and it was decided to look for another self-propelled dredger instead of the pontoon and barges system. Lantic Bay was safe. Another suitable dredger was not found and the idea dropped.

In February 1987 Anthony Tomlin who had been engineer since Ernie Libby's promotion resigned and Roy Hobbs then Keith Mutton became engineers. Discussions were had to add a suction pump etc. to Lantic Bay by the dredging committee. On 11<sup>th</sup> January 1988 her crane came down under load landing in the hold. A failure of a hold pin was the cause and a new section had to be purchased from Priestmans. Later that year it was decided to change the crane on Lantic Bay for the one on the barge before the later was disposed of. This one was a luffing crane and better for operations. This took place on No 5 jetty in July. Later however it was discovered that the slewing ring was damaged and it was replaced in November.

More deck plating was replaced this time aft of the messroom in July 1989.

In December 1990 she was deployed to dredge at Truro's lighterage quay at Newham where she spent a month loading silt into lorries and on the opposite bank as reclamation.

April in 1992 she was used to provide additional piles at Albert quay and put in the first piles at Mixtow pill replacing the pontoon mooring system. Later that year in the June she went adrift when the shackle pin in her mooring riser came out despite it being originally welded. She was quickly recovered with no damage done.

In 1993 the Fowey sewage works commenced involving the Lantic Bay together with much of the FHC craft and staff. She was used to dispose of material from the pipe trenched dug in the foreshore and sea bed and then fill in the trenches with shingle recovered from the main channel. This operation lasted for two winters.

A new radar was fitted in August 1994 and in August 1995 it became necessary to replace all her bottom doors, hinges and seals as they were becoming difficult to close and much material was lost.

On 4th January the following year, Ernie Libby her master and previously engineer retired after 28 years' service with the Harbour Commissioners. John Burgess was promoted to master with Johnathan Prichard as mate.

An important job for her that year was to provide additional infill for the Brazen Island jubilee bridge replacement wall project. Wear and tear was taking its toll and sections of plating in the hull and especially around the bow had to be replaced in the November together with work on the badly worn rudder stock.

In 1997 she was off on her travels again piling in Salcombe in the January and then dredging in Clovelly Bay, Cattewater Plymouth in March. Here the crane jib collapsed when the topping lift parted. In April she was back in Salcombe dredging and then a quick 1 load visit to Looe. She went back to Clovelly Bay in the June to progress the marina dredge.

In October 1997 the old telephone cable between Readymoney Cove and Girls cove was removed by Lantic Bay and cut up for scrap. Its removal meant the harbour mouth could be dredged if required something not possible previously.

From the building of Lantic Bay Bureau Veritas has always surveyed and provided load line certification for her. In August 1999 they decided to discontinue due to their policy on age of vessels they surveyed. The board therefore decide to request the MCA to survey the vessel and this was completed by them by the end of November after she was slipped at Brazen Island. Changes had to be made to the engine room skylights and the funnel to enable engine room shut off. More plating had to be replaced in the hull. In the November she had been up to Devonport dockyard to remove silt from a dry dock entrance.

March 2000 and she was piling again putting in larger piles at Albert quay, some piles at Berrills Yard and in Lew roads for the visitor pontoons there. More work and a replacement engine for the crane were necessary and the jib head was replaced later that year. A fire pump required by the MCA survey was fitted outside the engine room and her load line certificate was restricted to 4.5 miles from the entrance and 2 miles off the coast in daylight. This was later amended to allow coastal passages.

In May 2001 another visit to Salcombe to dredge their main landing pontoon.

Dredging costs were rising considerably exceeding income by £80,000 and the later was becoming more difficult to get. The age of the vessel and the need for major refit including crane replacement, replacing and strengthening the deck under the crane, replacing the plating in the hold which had doublers on and not approved by the MCA and other work led the board to consider the options for future dredging. Doing the work at Brazen Island was considered and costed. The yards capabilities and the need

for the vessel to be in the yard blocking other maintenance was considered .Placing the vessel elsewhere was considered to costly.

Outside dredging contractors were considered for the 1<sup>st</sup> time.

## THE DISPOSSAL OF LANTIC BAY

In March 2002 the Lantic Bay with the help of a shore based swing shovel extended the dredged area in Mixtow for the Penmarlam project. Another major failure to the Dorman crane engine in the June and the Board decided to advertise her for sale to see what reaction there was from the market. There had also been positive and economical indications from dredging contractors to carry out dredging in Fowey. 15-20 enquires were received and the Board decided to accept formal offers and make her available for inspection and survey.

By September two firm bids were received from Wyre Marine Services of Fleetwood and Sea Boston Ltd in Plymouth .The later was the highest received and contracts were signed for a completion and delivery in January 2003. On January 13<sup>th</sup> at 1130hrs she sailed from the port having been escorted out of the harbour by the tugs, pilot boat and lifeboat dressed full overall. A sad occasion for all concerned in her building and 45 years of service not knowing that it would not be the last they were to see her working the port.

Ernie Libby retired master and engineer watching from the tug Tregeagle as she leaves the harbour





The FHC fleet and the Fowey lifeboat giving a farewell goodbye escort



1130 hrs 13<sup>th</sup> January 2003



Farewells done it was off to Plymouth with tug Pendennick in escort to the bay she gets her name from



Here seen in Plymouth at Sea Boston Marine Yard at Oreston

Her crew delivered her to Bostons yard at Oreston in the Cattewater at Plymouth. Within weeks she had been sold to Wyre Marine services who were desperate to purchase her to fulfil a contract in Northern Ireland where she carried out work at Carrickfurgus.

# A record of some of the work she did



On her moorings painted grey



Leaving Par with a load for dumping



dredging off Fowey Rock



Early pictures of Lantic Bay on the Brazen Island Slipway



replacing worn plating in the bow



Being hauled out for slipping



all painted ready for launching



Being launched after refit



Her propeller and rudder

## DREDGING IN FOWEY

Lantic Bay's main role was to dredge in the port of Fowey keeping the channels and berths deep enough for the commercial shipping to use and to provide enough water for access to landings



Dredging off Mixtow Pill when No 5/6 jetty being built. The pill was later dredged

Dredging Town quay slipway to provide deep water for the licensed passenger boats and the ferry to access at all states of the tide.



Operating in No 6 berth at docks keeping the berth deep enough for ships to load

Dredging In Mixtow reach off Nos 5 and 6 berth was essential to reduce berth shallowing and reduce sediment drift to the lower harbour





at Berrills yard

## Other work

There were many other jobs carried out by Lantic Bay. Her crane was used to lift many things especially in and out of places around the harbour.

Having the Lantic Bay meant that the maintenance of the large commercial ship moorings could be maintained in house. 9 mooring systems need regular maintenance and the buoys needed to be regularly painted on a rotation basis.



Ernie Libby, master (on left) and Phil Trower, mate can be seen knocking the pin in the shackle connecting the chain to the thru penny bit buoy and working on an upturned buoy to be replaced.

Sometimes it was necessary to take the whole mooring system out for inspection and renewal. The block weighing in excess of 20 tons would have to be dug out of the mud surrounding it and then at low tide the large chain tied off to the dredger and then as the tide came in the buoyancy of the vessel would lift it out. After several shortenings it would be brought to a drying position. Here the swing buoy mooring is ashore off Penleath Point. Ernie Libby the master with Anthony Tomlin, engineer have just replaced the joining shackle. The process of getting it back was a reverse operation and it would be lowered into a hole re-dug by the dredger and then filled in with mud once in place



Lantic Bay was also used for piling at the pilots pontoon, albert quay and Mixtow pill



Mixtow Pill pontoons

The sand on the foreshore has largely been placed there by the Lantic Bay in a programme that started in the mid 80's although sand had been placed off the yacht club before this.



Putting sand in Girls Cove 1987. This was taken from the Bar to the north of Wisemans Reach. It was mainly grabbed out but the doors were opened to drop the last part of the load



Ken Stewart, the Lantic Bay Boatman and crane driver, running a headline ashore with the boat always in attendance

Ken Stewart, Phil Trower Jim Castle, Roy Hobbs and Ernie Libby



Mrs Jean Hill the bungalow at Headlands above the cove was always glad to see the sand arrive so that people could use the cove for picnicking and swimming. Tea and cakes were provided for the crew.



Sea sand was used in much of the construction around the harbour. Here Lantic Bay unloads sand at Brazen Island dredged from the harbour mouth

One of the big operations Lantic Bay was involved in was the sewage system for Fowey and Polruan largely built in the harbour. She was used to dispose material from the pipe trenching and to fill in after the pipes were laid with shingle dredged from the harbour bed.



waiting for the tide at Whitehouse



Laying trot and pontoon moorings was a job undertaken by both the Lantic Bay and the Pontoon dredge barge. The large ex ships anchor would be lifted over the side and dropped in a hole dug previously the chain paid out through the fairlead. She was also used to maintain the large moorings used by the tugs and other craft in the lower harbour. Here the mooring used by Cannis and the Pendennick is being inspected

Ships anchoring outside the harbour would sometimes pick up wires cast adrift. They would have to be cut adrift and retrieved wire from the harbour bed





Her anchors are an important part of her operation. On the left the original ones from a scrapped ship. These were replaced in 1999.

Without the crane she could not dredge and this is tested annually with water bags



The windlass was equally as important and suffered considerable wear and tear. The old windlass seen ashore at Brazen Island replace with a smaller, more powerful hydraulic version and being fitted by Keith Mutton, engineer, Wayne Farr deck hand Dougie Nicholson, maintenance charge hand and John Burgess, master.



Dredging right outside the harbour office

## Working Outside the Port in other harbours

Par needed considerable dredging due to sand being washed into the harbour and run off of waste clay from the port operations and dryers. The entrance in particular was where Lantic Bay kept the harbour as deep as possible



Working in Par



off the pontoon landing in Salcombe

At the berth at Lighterage Quay, Newham, Truro needed dredging to get coasters in. The silt was used as landfill and loaded into lorries



in Charlestown silt was removed that could not be sluiced out. It had to be taken to the dumping ground East of Fowey

Dredging in other ports was important and historically had always been something that the commissioners had undertaken. Income was raised from this activity and it was a change for the crew to work another port. By far the biggest was dredging in Par where up to one hundred loads a year were removed. FHC also dredged the china clay companies berths until 1995 when it was agreed to dredge them as part of the total port dredge and in recognition of revised harbour dues for commercial ships

# LANTIC BAYS' ENGINE ROOM



The engineroom in 1994



The engineroom following refurbishment

## The Story of Lantic Bay having left Fowey

Whilst away from Fowey she visited many Harbours providing a dredging service. Some of these are recorded below



In Carrickfurgus before refit April 2003

Harbour	Date visited
Fleetwood, Inner Lock Pit	Jan-06
Douglas IOM	Nov-06
Fleetwood	2007
Douglas IOM	Jul-07
Peel Harbour	Apr-08
Bally Lumford	Jul-09
Manchester ship canal	Oct-09
Ayr	Aug-10
Exmouth	Jun-11
Whitstable	May, July and Sept 2011
Portpatrick	Jan-12
Kilkeel	Mar-12
Ramsgate	Jul-12
Belfast, Polluck Dock	May-13

Wyre Marine Services gave her a major overhaul and built up the after accommodation providing cabins and a galley with a modern refurbished bridge so that she could regularly work away from home and be self-sufficient. The priestman grab crane was replaced by the first of several long armed hydraulic swing shovels with a closing grab. She changed from green to a bright red and became well known around the coast. A hydraulic handling crane was fitted to the port side which gives Lantic Bay additional versatility for other marine works such as jetty repairs and marine construction support.



Stranraer harbour April 2005 after refurbishment



The bridge and controls



The Chartroom



The galley and messroom



'Lantic Bay' dredging Ramsgate harbour  
Photo by Nick Smith



Lantic Bay in Ballylumford harbour to carry out dredging on 06/07/2009  
photo Paul Stewart



Fleetwood May 2012

She had a mishap in Ramsgate when she pierced a 11cm hole in her bottom as a result of sitting on her own anchor on 27<sup>th</sup> July 2012.Repairs were carried out and water pumped out.



Polluck Dock Belfast May 2013

## RETURN TO FOWEY

Since Lantic Bays departure the dredging had been carried out mainly by Westminster dredging using their suction dredgers Medway, Sospan and Sospan Dau. They were supported by the Padstow dredger Mannim for the small works such as landings and pontoons. In 2014 with rising costs and availability it was decided to seek the ports own dredger. Enquires were made and it was discovered that Wyre Marine Services were considering selling Lantic Bay. The Harbour Commissioners Board decided to purchase the Lantic Bay and this was completed on the 6<sup>th</sup> March. She left Fleetwood on the 9<sup>th</sup> March with a FHC crew returning to doing much of the dredging in house as before. She arrived back in her home port where she is still registered on 11<sup>th</sup> March



Off St Catherines light as seen by Capt Will Michell on 11<sup>th</sup> March 2014



And as seen by the Fowey Gig club entering the lower harbour



She was soon back at work the first job to dredge the Berrills pontoon berth before its return after repairs in the winter gales

Seen here berthed between her two sister craft that had arrived since she left Fowey. The tugs Morgawr and the Tug Cannis which joined the fleet after her return



The Lantic Bay is back in Fowey doing a job she was designed and built for, modernised and difference in appearance but pleased to be back as are the Fowey Harbour family.

The story will continue so to be updated.

