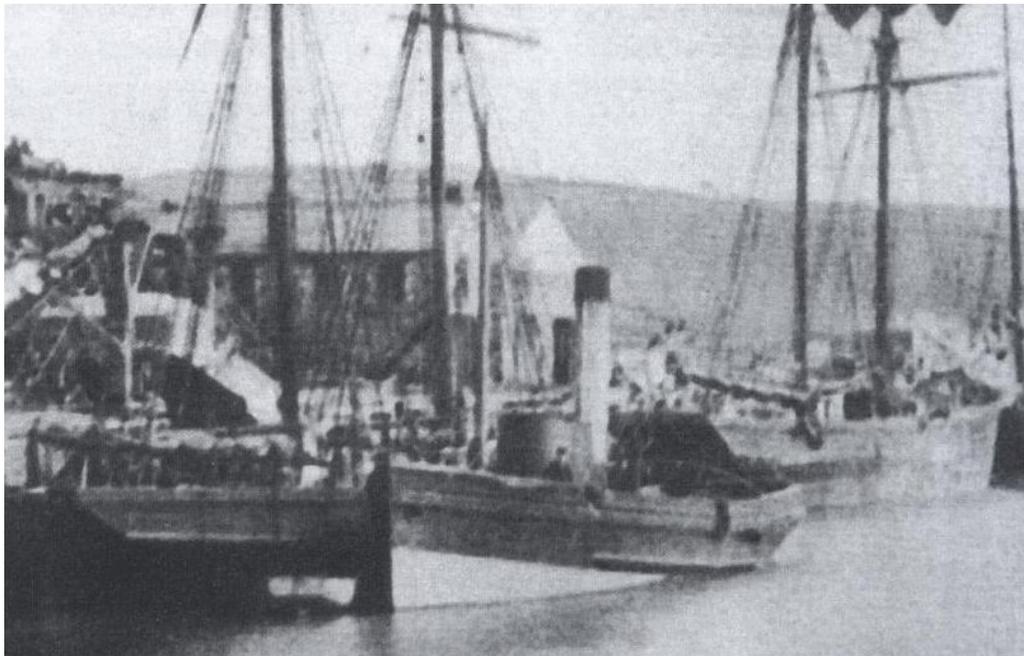


The History of the tug Treffry



Previous names:- Treffry

Built:- 1870 by Fullerton J. & Co. Ltd., Paisley

Wrecked:- 1934 off Dunkirk

Period in Par/ Fowey:- 1870- 1933

<u>Name of Vessel</u>	Treffry
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She was built by John Fullerton & Company Paisley, Yard No 7 in 1870 being launched on 18th June that year. The Engines and boilers were built by William King & Co, Glasgow who were also shipbuilders. The engines were simple 2 cylinder steam reciprocating engines developing a total of 25 N.H.P. This was replaced in 1902 with a 75 NHP engine her official number was 63963.

The Fullerton yard built many smaller ships from 1866 and when John Fullerton took over the Merksworth yard. The first vessel to be launched was *Kyles*, a small steam coaster on 12th March 1872. *Kyles* is still in service today as an exhibit at the Scottish Maritime Museum. In 1877 the yard built an iron screw steamer *Earl of Zetland* that remained in service for 73 years. The yard also made an iron Clyde paddler. The yard moved into steel building in the late 1890s which was relatively late. 1071 tons of shipping was built in 1889. 1905 John Fullerton died. His son James took over and the yard built small coasters, tugs and trawlers. During WWI the yard mainly made coasters. 1920s After the war, the yard began building passenger and cargo steamers for British and Australian companies and in 1925 James Fullerton died. In 1928 the yard launched its last coaster and it was then closed and demolished.

Registered in the port of Fowey, The Treffry was 63.2 ft in length had a beam of 16.3 ft and a draft of 4ft 6 .She had a grt of 46t and a net tonnage of 19t

She was first owned by Charles Remfry & others and then solely by Charles Treffry, Fowey (Par harbour master) in 1912. In 1925 Edward Treffry became the registered owner.

She was used towing vessels in and out of Fowey as well as Par where she was largely based. The area of operation extended as far as the Lizard to meet ships coming from the west up to Start Point.

She continued to work in Par and Fowey until 1933 when she was sold to Henry G Pounds, Portsmouth .There followed in 1934 several changes to the register to Capt Alexander McMenemy, Woolwich ,then George Pounds, Portchester and finally Cedric Woolcock, Havant. She was wrecked that year on 3rd June



Alongside sailing ships in Par harbour



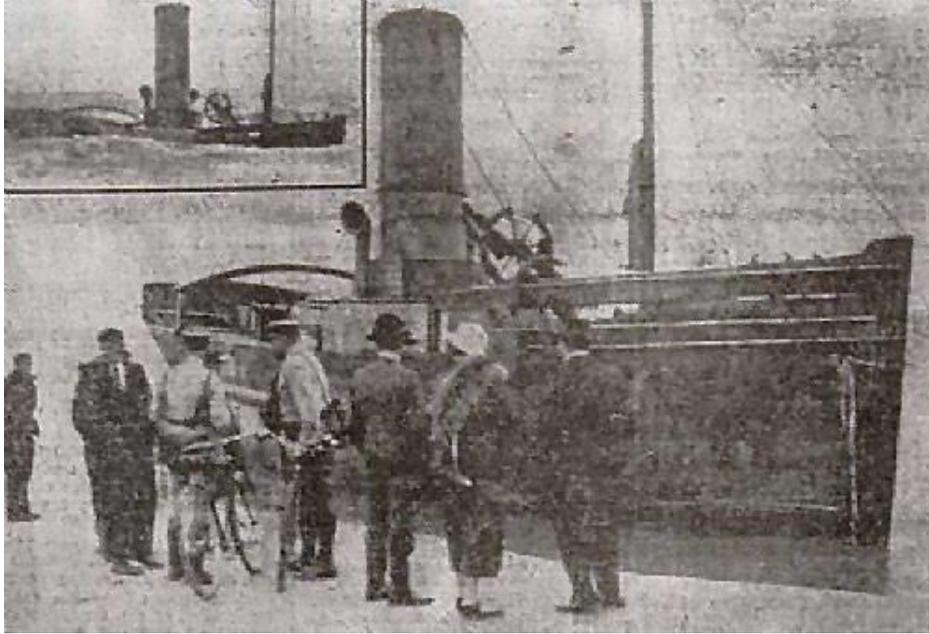
Treffry, in Par where she assisted ships into and out of the Harbour as well as towing sailing ships into and out of Fowey



Moored alongside a sailing vessel near the harbour mouth,Par



Seen here in Par harbour moored on the west side near the sluice gates



The Wreck of tug Treffry submerged and in the sands off Dunkirk



The tug TREFFRY on the sand at Dunkirk
Photo supplied by David Asprey from the web

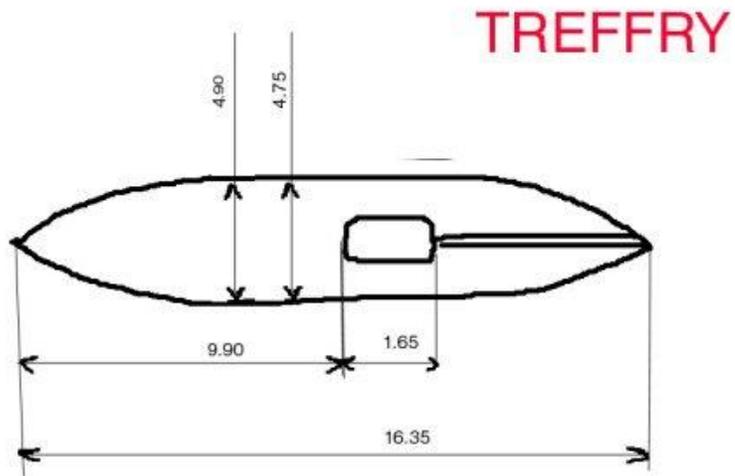


More recently further exposed in the sand

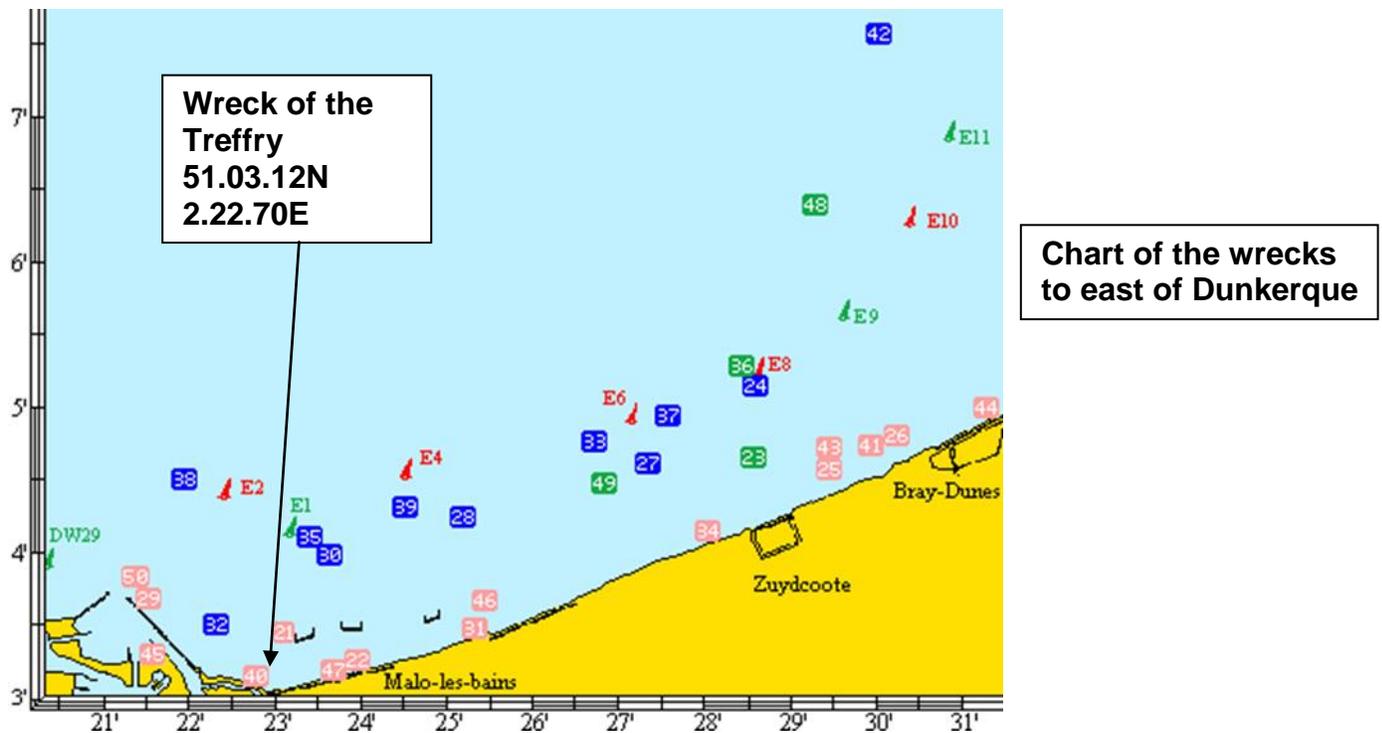


Dunkirk breakwater and lighthouse behind

See Web site: <http://dkepaves.free.fr/html/treffry.htm>



Relevé des cotes au niveau de l'arbre d'hélice



Excerpt from the book "Fortunes de Mer"

On June 3, 1934 at about 1900 hours, the Treffry , an old tug of 64 years of age which had left Antwerp the night before was forced onto the to the coast just north of Dunkirk breakwater. Four of its occupants swam to the shore and took refuge in cafes (They were Captain Mac Mename Alexander, Jessehennet, Woolcock, and Esden). An investigation was started the next day, when a labourer who was near the stern of the wreck discovered there blond tobacco (2 tons). The four men were questioned. It became apparent that no customs bill of lading accompanied the goods, and the captain had to admit that the old ship was used for smuggling into England. The men were entrusted to the English police while the wreck of Treffry , beside which were silted up two tons of unusable tobacco>For many years remained an attraction for tourists and walkers.

Excerpt from the book "Drama at Sea" by René Dehaene

The news comes suddenly in the evening of Sunday, June 3, 1934 that a small smuggling boat has run aground on the beach at Dunkirk.

Toward 1900 hours, walkers on the dike Dunkirk Malo-les-Bains perceive a kind of small steamboat, which appears to be distressed by the sea .In fact, the ship was aground. Many people came along the road leading to the statue of Tixier to become have a look at the accident and they observe the lights and flares being set off.

Later, Alfred Robelet, owner of the café on the dike of Dunkirk, takes two men in wet clothes and chattering teeth. into his establishment. These are two men are occupants of the Treffry . Their names were Jessekennet (28 years) and Cedric Woolcock (33 years), neither could speak French. Robelet hastens to look after the two sailors . Two other shipwrecked English sailors the Captain Mac Menamie Esden Alexander and the mechanic Esden, come ashore in the same conditions at Cafe Faidherbe, whose manager was Mssr Anicet. Shortly after, a customs officer went to these places to look at the suitcase and

the clothes of the four men. Lieutenant Port Evrard learns that the wreck is none other than the old tug Treffry .

The ship, which had left Antwerp on the evening before to at 2100 hours, suffered a failure of machine that forced the Captain to put his ship aground. The confused explanations of the Captain and the silence of the crew seem suspicious to the authorities. Mssr Cojan, Chief of the Maritime Register, the police Maritime Nauroy Director of Customs, arrived on the scene, but it is dark and it was decided to postpone the investigation until Monday morning, at low tide.

At this point, many pieces of wood from the ship are seen on the beach and testifying to his state of dilapidation. Suddenly Fleurbey Joseph, labourer, who was close to the wreck exclaimed: "There is tobacco in the hold". In fact, a brownish liquid with characteristic odor escapes from the shell. The survey conducted by the Customs inspector Terrier, Dewinter attended the Captain, Lieutenant and Officer Dupont Rousse is increased. They find indeed, crammed in the hold, about two tons of fine valuable tobacco. British vice consul Mr Will Garvin shall interviews the Captain, while the English pastor mssr Molyneux goes to Café A Wave to inquire about the status and health of the sailors. At noon, the crew was up Alfred Petyt, the Seamen's Institute for questioning by customs authorities.

The Route of Treffry seems very mysterious and there is no manifest or bills of lading of customs accompany the goods. A metal plate found inside the ship bears the inscription: 1870. They conclude they have a 64 year old ship engaged in valuable tobacco smuggling On the other hand, a credible witness Colonel Cousin, a retired engineer officer, said he saw about 2110 hrs, shortly after the grounding, a man, accompanied by a lady undress and get into the water to swim to the tug while the lady's clothes immediately prevailed "rescuer" and disappeared.

During the investigation, the Captain said he was carrying two tons of tobacco on behalf of the owner Spoons, Fowey, and that Following damage to machine, he had operated the siren of his ship and launched two flares. The statement was contradicted by the watchers at the Zuydcoote semaphore signalling station who claim that they, at any time, found that the Treffry was signalling for help . Realising the difficulties experienced by the ship facing a stormy sea, they prevented the Company from Dunkerque Towing and Salvage. Later the "France" who did not have to intervene as the Treffry was already wrecked.

Investigation continued at British Consulate during the afternoon of Tuesday, 5th June and was conducted by government officials of the navy and customs. Pressed with questions, Captain changes his story and states that, indeed, the old ship was used for smuggling to England. The cargo of tobacco, loaded in Antwerp during the day on 2nd June should be landed in the vicinity of London, or a place that should be decided by the Captain, as he enters the Thames. Without stores or reserve bunker fuel, the crew had only the quantity of coal required for a crossing, weather permitting, from Antwerp to London. The seaman, engineer and fireman had been recruited in Southampton, from among the unemployed and employed for nine days, without any explanation.

The mysterious rescuer seen on the Sunday evening was none other than a former colonial soldier, who wanted to remain anonymous; he had bravely launched and managed, with a buoy and a rope, to establish a back and forth a sort of breeches buoy to save the Captain and Engineer. Robert Brisset and his brother, residing at 25 Rue des Hairy Malo-les-Bains, offered, their assistance to the shipwrecked.

On Friday, 8th June, Captain Mac Menamie Alexander left Dunkirk on board the vessel "Picard", to be arrested in his landing at Folkestone, by the English authorities. he appeared fourteen days later, before the Court of Winchester. Esden The mechanic and driver Jesse Kennet, also arrested were detained as witnesses at trial on breaches of maritime regulations. Cedric Woolcock left, not without anxiety, Dunkirk on 13th June, aboard a ship of the ALA, the British police believed. He was the last registered owner of the Treffry.

It was actually the owner of the tug, a fearsome gang leader who had not hesitated to declare that the old tug had been demolished in order to achieve its passage that would bring him thousand pounds or about seventy-six thousand five hundred francs. It was also assumed that the Treffry carried the drugs that would have been thrown overboard during the stranding. On his arrival in England, the British police seized the papers of Captain Mac Menamie Alexander including the act of abandonment, countersigned by the British Consulate, he should have provided Cojan, Administrator of the Maritime Register. The English authorities will send this paper.

The Customs Department dug at the bow of the wrecked vessel deep trenches to bury tobacco which had become unfit for use.

The wreck of the Treffry remains and for many years has been the attraction for walkers and holidaymakers and is still visible in the sand off the breakwater in position.

51.03.12 North 02.22.70 East



View from seaward on google earth

Official No.	Name of Ship.	International Code Signal (if any).	Port and Year of Registry.	Where Built.	When Built	Whether Iron, Wood, or Composite.	Dimensions.			Registered Tonnage.		Horse Power of Engines and description of Propeller.	Name and Address of Sole Registered Owner, or of Managing Owner when there are more Owners than One.
							Length.	Breadth.	Depth of Hold.	Net Tonnage.	Gross Tonnage.		
53371	Tornado	..	Glasgow, 1865	Glasgow	1865	Comp.	ft. 10ths 240 0	ft. 10ths 33 0	ft. 10ths 18 8	496	963	350 Sc.	Saul Isaac, 7, East India Avenue, Leadenhall St., London.
62648	Toronto	L.C.V.F	Sunderland, 1872	Southwick	1872	Iron	219 6	30 2	16 6	689	1065	98 Sc.	Jas. Hy. Wood Oulliford, 46, West Sunnyside, Sunderland.
76800	Torrans	..	Glasgow, 1877	Renfrew	1877	Iron	100 4	21 2	8 8	47	136	30 Sc.	William Simons, London Works, Renfrew.
70670	Torrington	N.P.F.S	London, 1874	Middlesbrough	1874	Iron	288 3	36 1	25 6	1247	1946	220 Sc.	Commercial Stm. Ship Co., Lim., 32, Gt. St. Helen's, London.
63867	Toward	M.B.R.C	Glasgow, 1872	Whiteinch, Lanark	1872	Iron	220 0	28 6	15 6	453	769	120 Sc.	George Jardine Kidston, 2, Oswald St., Glasg.
69316	Trader	..	Liverpool, 1873	Winsford, Cheshire	1873	Wood	83 6	19 5	8 2	46	87	40 Sc.	William B. Hill, Highfield, Rockferry, Cheshire.
8810	Trafalgar	K.D.R.H	Dublin, 1868	Glasgow	1848	Iron	190 4	28 7	16 4	331	689	350 Pa.	William Watson, Dublin.
65630	Trafalgar	K.S.G.M	London, 1871	Low Walker	1871	Iron	248 3	32 3	24 6	973	1514	120 Sc.	Henry Nelson & Richard Sims Donkin, Newcastle-on-Tyne.
74916	Trafalgar	..	Sydney, N.S.W., 1877	Echuca, Victoria	1877	Iron	105 7	18 9	7 9	158	228	60 Pa.	William J. Davies, Echuca, Victoria.
89283	Traffic	..	Liverpool, 1873	Runcorn	1873	Wood	101 8	23 6	9 6	83	165	40 Sc.	The Oceanic Stm. Nav. Co., Lim., Liverpool.
71089	Transit	..	Brookville, Ont., 1877	Clayton, U.S.	1874	Wood	108 0	21 0	6 3	83	141	60 Sc.	Isaac De L. Furks, Prescott, Ontario.
50024	Transit	W.G.K.T	London, 1864	Low Walker	1864	Iron	99 5	18 0	7 8	37	88	40 Pa.	George Peter Hepple, South Shields, [Londn.]
60817	Travancore	H.G.R.S	Leith, 1875	Kinghorn	1867	Iron	281 6	35 5	27 8	1172	1903	350 Sc.	The P. & O. S. N. Co., 122, Leadenhill St., Cy.
76216	Travancore	R.F.B.G	Newcastle, 1877	Hebburn-on-Tyne	1877	Iron	270 0	34 3	23 8	1141	1748	180 Sc.	John Wait, North Shields.
72569	Traveller	..	Kingston, Ont., 1876	Garden Island	1876	Wood	126 0	23 1	7 8	59	208	47 Pa.	Dileno D. Calvin, Garden Is., co. Frontenac, Ont.
56329	Traveller	..	London, 1867	East Greenwich	1867	Iron	81 0	12 2	6 5	7	30	30 Sc.	Gilbert Alder, Old Barge Ho. Wharf, Blackfri.
68209	Traveller	..	Newport, 1876	North Shields	1873	Wood	98 6	18 9	9 9	15	108	43 Pa.	John L. Jones, Chapel St., Newport, Mon.[Stry.]
54779	Tredagh	..	Drogheda, 1876	Govan	1876	Iron	241 2	29 3	15 8	438	878	330 Pa.	The Drogheda Steam Packet Co., Lim., Drogheda.
63963	Trefry	..	Fowey, 1870	Palsley	1870	Iron	63 2	16 2	7 4	19	46	25 Sc.	Charles Remfy, Par. Cornwall.
68194	Trent	J.S.W.K	London, 1875	Govan	1870	Iron	253 4	33 0	24 0	1142	1734	150 Sc.	The Mercantile Stm. Ship Co., Lim., 22, Great St. Helen's, City, London.
68484	*Trent	M.K.L.B	London, 1878	Renfrew	1873	Iron	349 4	37 0	31 8	1874	2912	550 Sc.	Royal Mail Steam Packet Co., 18, Moorgate St., City, London.
74498	Trentham Hall	P.K.R.S	Liverpool, 1876	Govan	1876	Iron	331 5	34 3	24 9	1369	2101	300 Sc.	The Sun Shipping Co., Lim., Liverpool.
51394	Trevethick	H.T.D.B	Newcastle, 1876	Howden	1866	Iron	201 5	28 5	17 4	489	779	90 Sc.	John Farwick, jun., 44, Coal Exchange, Lond.
67899	Trewidden	S.G.B.M	St. Ives, 1879	South Shields	1878	Iron	240 0	32 1	17 9	824	1271	115 Sc.	Edward Hain, St. Ives.
734	Trident	H.F.B.V	London, 1842	Blackwall	1841	Wood	192 7	28 7	19 4	645	971	280 Pa.	The Gen. Stm. Nav. Co., 71, Lombard St., Ldn.
70854	Trident	W.S.N.C	London, 1874	Jarrow	1874	Iron	282 0	33 3	24 2	1196	1827	180 Sc.	John Hall, Newcastle-on-Tyne.
63845	Trinacria	L.E.F.P	Glasgow, 1871	Port Glasgow	1871	Iron	336 0	34 4	23 3	1687	2244	424 Sc.	Thos. Henderson, 47, Union St., Glasgow.
67981	Trinidad	L.F.D.N	Glasgow, 1872	Glasgow	1872	Iron	307 5	34 1	24 5	1228	1899	300 Sc.	The Cunard Stm. Ship Co., Lim., 3, Water St.,
70258	Trio	Q.P.G.C	Newcastle, 1876	Newcastle	1876	Iron	158 0	25 7	12 9	310	501	65 Sc.	George Renwick, Sandhill, Newcastle. [Lvp.]
72660	Triton	P.W.G.M	Hartlepool, West, 1876	Stockton-on-Tees	1876	Iron	280 6	32 5	18 5	969	1411	120 Sc.	Richard C. Denton, Norton, nr. Stockton-on-Tees.
56154	Triton	K.B.P.W	London, 1870	Eye	1864	Wood	97 0	18 6	9 5	57	105	30 Sc.	Corporation of Trinity House, Deptford Strand.
8293	Triumph	K.B.N.T	Liverpool, 1864	Rotherhithe	1856	Wood	82 8	16 9	9 0	19	81	80 Pa.	Wm. Jolliffe, 5, Chapel St., Liverpool. [Kent]
70726	Triumph	..	London, 1875	Gravesend	1875	Iron	82 0	16 6	8 9	18	76	45 Pa.	Thos. Jas. Williams, 1, Whitehall Pl., Gravesend.
49728	Triumph	..	Shields, North, 1874	Low Walker	1867	Iron	95 4	18 4	9 8	14	103	60 Pa.	Robert Moore, Newcastle-on-Tyne. [Kent]
79625	Trocadero	R.T.W.S	London, 1878	Falsley	1878	Iron	150 1	22 4	11 4	192	338	60 Sc.	Osway Robinson, 20, George St., Crooms Hill, Greenwich, Kent.
77068	Trojan	..	London, 1878	Blackwall	1877	Iron	60 1	13 1	6 5	22	32	25 Sc.	William S. Page, Vauxhall, Middlesex.
78310	Troubadour	R.W.G.Q	Liverpool, 1878	North Shields	1878	Iron	248 5	32 9	23 3	1028	1575	150 Sc.	Edward Shotton, Tyne St., North Shields.
17782	Troubadour	M.J.C.L	London, 1873	Liverpool	1866	Iron	152 4	29 1	11 1	170	372	60 Sc.	Stephen B. Walsh, Kilmallock, co. Limerick.
70320	Troust	..	Port Glasgow, 1875	Bowling	1875	Iron	65 1	17 1	6 0	34	50	12 Sc.	Robert Davie, Clyde Vale, Port Glasgow.
4292	True Briton	J.B.T.L	Hull, 1876	Poplar	1862	Wood	89 7	17 1	9 3	21	80	40 Pa.	Thomas Gray, 28, Cogan Street, Hull.
57581	Truganini	..	Sydney, N.S.W., 1879	Montrose	1877	Iron	120 0	29 0	9 0	130	293	30 Sc.	Ernest E. Nicoll, Erskine St., Sydney, N.S.W.
78740	Truthful	R.D.K.B	Liverpool, 1878	Barrow	1877	Iron	240 2	30 0	16 1	606	956	160 Sc.	John Ellis, 4, Water St., Liverpool.
62941	Truxillo	L.D.M.J	Liverpool, 1872	Govan	1872	Iron	251 5	35 2	22 3	978	1443	200 Sc.	The Pacific Ste. Nav. Co., Liverpool.

<u>Name of Vessel</u>	Treffry		
Year Built	1870		
Official Number	63963		
Builders	Fullerton J. & Co. Ltd., Paisley		
N.R.T.	46 TONS		
Dimensions	Length	Beam	Draft
	63 ft	16'	1'6"
Engines 1902 Re – engined	2 cylinder simple 25 H.P C2 Cylinder 75 NHP		
Owners	Treffry family		
Owners in Fowey	Charles Remfry Inkerman Tregaskis 1912 Charles Ebenezer Treffry		
History on Leaving Fowey Cedric Woolcock, Havant	1933	Disposed to Owners in Portsmouth /Southampton	
	3-06-1934	Wrecked off Dunkirk	

VOYAGES OF THE TUG TREFFRY

