

HISTORY OF THE TUG TREGEAGLE



Previous names:- Flying Demon, Forth

Built:- J. Lewis and Sons, Aberdeen Yard Number 344.

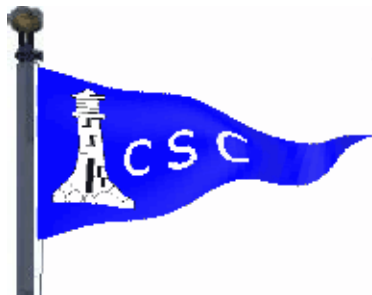
Period in Fowey:- 16th June 1986 to 28th February 2013

Still In service

<u>Name of Vessel in Fowey</u>	Tregeagle
Previous Names	Flying Demon Forth

The motor tug “Tregeagle” was built as the “Flying Demon” at J. Lewis and Sons, Aberdeen Yard Number 344. The keel was laid 6/9/1963 and she was launched 12/2/1964 & completed 26/3/1964. Her Official Number was 304176 and IMO number 6407327. Her call Sign was GMZH. Built to Lloyds 100A1 and with a MCA classification 9A

She was built for Clyde Shipping Co Ltd at Glasgow In 1978 the company was restyled to "Clyde Shipping Tugs Ltd"



Her dimensions being LOA 93' Beam 23'6" draft 11'5". GRT 131

Her engines were built by British Polar MN16, 2 stroke 6 cylinder down rated to 275. Can be 320 RPM BHP 1015 746 kw, diesel 2tew 6cyl connected to a Liaan Type T63 nos 309 Gear Box driving a 3 bladed stainless steel variable pitch single screw in a steering kort nozzle. Engine number 414, average speed on trial 11.9 knots. This gave a bollard pull of 15 tons. Her two Auxiliaries are Dorman 30Kw DC generators. Her Tow hook is a Clyde shipping with bridge release and there is a Gob winch/capstan 3 ton telecon electric winch aft and a windlass telecon electric. Air receivers Maclaren fabrication 585 psi are used to start the engines. The tugs bunker capacity was 25 tons and fresh water capacity 5 tons. Ballast forward 20 tons and aft 13 ton which had to be pumped out to get on the slipway.



**1981 assisting Flying Phantom pre-trials
Dry-docking in Greenock**



**towing ship on the Clyde
Photo Paul Strathdee**



Flying Demon on the Clyde



Leaving and in Victoria Harbour



At Greenock in 1967



Towing paddle ship Waverley when she went aground

On Saturday, 11 December, 1965, large crowds gathered to watch the Cunard liner Queen Elizabeth enter Inchgreen dry dock to be refitted.

The docking of what was then the world's largest passenger liner was delayed for three days because a boulder was found in the channel and had to be blasted away.

The liner was assisted by the Clyde Shipping Company tugs Flying Demon, Flying Mist, Flying Foam, Flying Spray, Flying Dolphin, Flying Dipper and Flying Wizard.

On the evening of Friday 15 July 1977 while returning from a cruise and approaching Dunoon pier, Waverley's steering failed and she struck the rocks to the south called The Gantocks. Firmly aground and down by the head the ship was extensively damaged.

The Flying Demon was dispatched to assist and managed to get her of and tow her to the repair yard at Greenock.



Towing paddle steamer Waverley to Lamont's slipway, Port of Glasgow in February 1974



Canting IRISH SPRUCE off KGV Dock Glasgow





Transfer to Grangemouth

In 1984 she was transferred to “Forth Tugs Ltd” Grangemouth and renamed “Forth” as the Clyde fleet was upgraded.



Forth Tugs Ltd, tug operators, was originally incorporated as the Grangemouth & Forth Towing Co Ltd at Grangemouth, Falkirk, Scotland, in 1895. This company was an amalgamation of the Grangemouth Towing Co and the Forth Towing Co, the latter having been established in 1836. The new company undertook towage in the river Forth at Grangemouth to Bo’ness, Falkirk, situated down river from Grangemouth, and also at Berwick, Northumberland, England. From 1972, the company undertook the construction of four tugs to operate on a contractual basis at Hound Point Oil Terminal, Edinburgh, on the Forth estuary to assist in the export of North Sea crude oil. The company also built two water tractors to operate in Grangemouth Dock. In 1972, Clyde Shipping Co Ltd, shipowners, Glasgow, Scotland, and Cory Ship Towage Ltd, shipowners, purchased the company. Each retained 50 per cent of shares thereby making Forth Tugs Ltd an associate of both, but a subsidiary of neither.



In Grangemouth



purchase day June 1986



Move to Fowey

With the upgrade of tugs at Grangemouth she was sold to the Fowey Harbour Commissioners on 16th Jun 1986



She made passage to Fowey under a delivery crew and her engineer, the late Bill Brown

Form No. J04 LONG 80001
H.M. CUSTOMS & EXCISE
CUSTOM HOUSE
15 JUN 1986
KERSH ROAD

Bill of Sale dated 16.6.86 at 15.10.
BILL OF SALE (Body Corporate) R. Butler (not to be Registered)

Received by the Commissioners of Customs & Excise with the consent of the Secretary of State for Trade and Industry

X.S. 79 A

Official number	Name of Ship	Number, year and port of registry	Whether a sailing, steam or motor ship	Horse power of engine (if any)
304176	PORTH	2/1984/GRANSETHOOTH	Motor / Sailing Schoon	1000 BHP
Length from fore part of stem, to the aft-side-of-the-head-of-the-stern-post (true side of the radiator stack)			Feet	Yards
Main breadth to outside of plating			Feet	Yards
Depth in hold from tonnage deck to ceiling amidships			Feet	Yards
			Gross	Register
			131.10	NIL

and as described in more detail in the Certificate of the Surveyor and the Register Book.

We, (a) FORN TUGS LTD (hereinafter called "the Transferee") having our principal place of business at 5, KERSH ROAD, GRANSETHOOTH, ST. JOHN'S SHIRE, F.W. 8 199 in consideration of the sum of (£60,000.00) SIXTY THOUSAND POUNDS paid as us by (b) FOURTY HARBOUR COMMISSIONERS (hereinafter called "the Transferor") the receipt whereof is hereby acknowledged, transfer of SIXTY FOUR / SIXTY FOURTH shares in the Ship above particularly described, and in her boats and appurtenances, to the said Transferee(s).

Further, we, the said Transferee for ourselves and our successors covenant with the said Transferor(s) and (c) THAT assigns, that we have power to transfer in manner aforesaid the premises herebefore expressed to be transferred, and that the same are free from encumbrances (d).

In witness whereof we have heretofore affixed our common seal on 16th JUNE 1986.

The Common Seal of the Transferee was affixed hereto in the presence of (e) R. Butler (not to be Registered)

T. G. M. Jones (Owner)

RECEIVED
5 SEP 1986

(a) Insert name in FULL of the Body Corporate. (b) Insert name and address in full and description of transferee or transferees. (c) Insert "his", "her" or "their".
(d) If there be any subsisting Mortgage, or outstanding Certificate of Mortgage or Sale, add "and as appears by the Registry of the said Ship".
(e) Description of Witness: Director, Secretary, etc. (as the case may be).
NOTE:- A purchaser of a registered British Vessel does not obtain a complete title until the Bill of Sale has been recorded at the Port of Registry of the ship, and neglect of this precaution may result in serious consequences.
NOTE:- Registered Owners or Mortgagees are reminded of the importance of keeping the Register of British Ships informed, any change of residence on their part.
See P. 2015 (Oct. 1971)



On arrival in Fowey



Tregeagle leading Gribbin Head and Cannis into Fowey



The stern view with the Kort Steering nozzle and variable pitch propeller. On the Fowey Harbour Commissioners slipway at Brazen Island



Painted and nearly ready for re-launching. Anchor hanging from hawse pipe



Looking aft on port side at Kort Nozzle



Starboard side being painted on 1st slipping



The steering Kort nozzle and variable pitch propeller



Heading into the harbour



In regatta week as committee ship for Fowey Town Band



Standing by to tow H.M.S. Sutherland **swinging** in turning ground for Port liaison visit



Towing the Amsterdam registered m.v. Kaapgraht



Towing a dredging barge



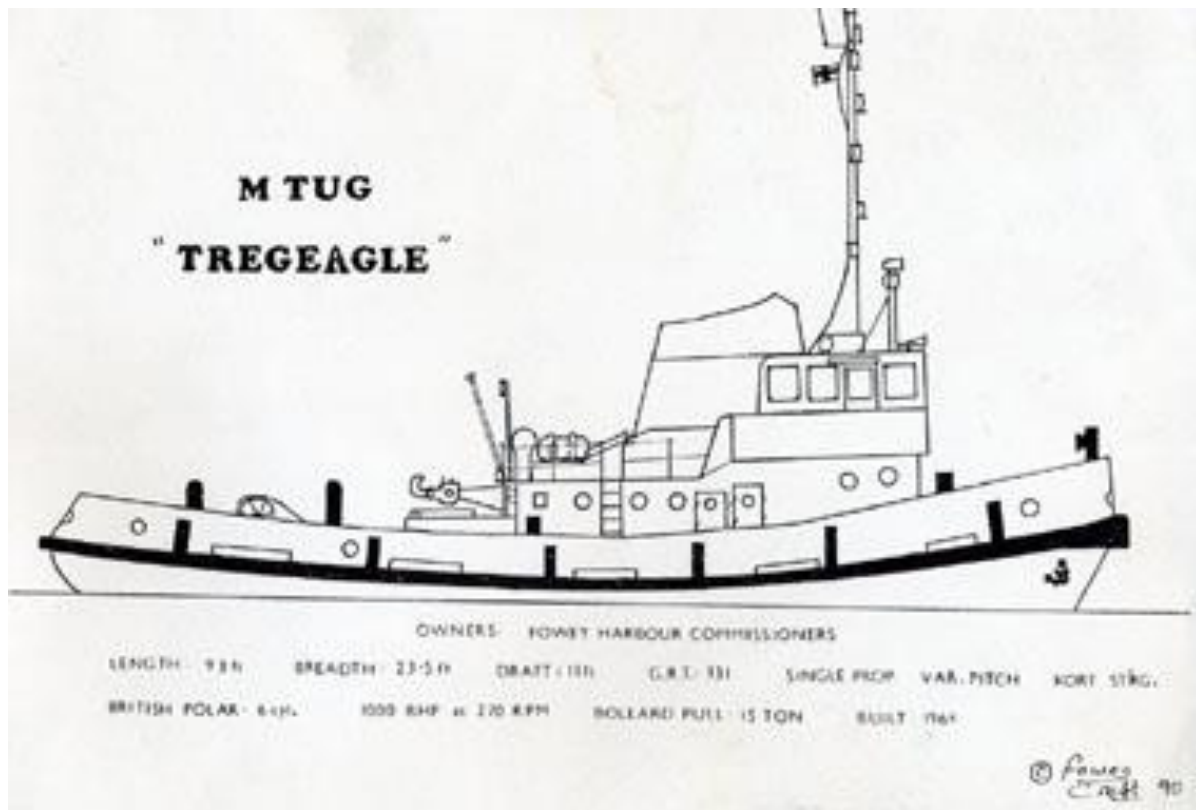
**“Spam” Basil Miller
First Master of Tregagle
In Fowey**





Steve Barker her 2nd Master on the starboard Bridge wing at the engine controls with wandering lead steering control.

Note:- Cornish flag on top of wheel house dressed in admirals gear for regatta week



Line drawing of Tregeagle

She has accommodation for the master on the main deck, a single cabin for the engineer and 2 double berth cabins for the crew with 2 toilets and a shower in addition to a galley and mess room



Berthing The World



Towing a vessel past “The World”



Towing a Nordland past the cruise liner Ocean Majesty



PARTICULARS OF SHIP

Official Number 304176	Name of Ship TREGEASLE	No., Year and Port of Registry 1 in 1986 FOWEY	No. Year and Port of previous Registry (if any) 2 in 1984 GRANGEMOUTH
Whether a Sailing, Steam or Motor Ship; if Steam or Motor, how propelled MOTOR SINGLE SCREW	Where Built ABERDEEN	When Built 1964	Name and Address of Builder JOHN LEWIS & SONS LIMITED ABERDEEN
Number of Decks ONE	Length from fore-part of stem, to the stern-post the head of the stern-post fore side of the rudder stock 84	FEET 84	TUNNAGE 1.0
Number of Masts ONE	Main breadth to outside of plating 22	22	2.0
Rigged NOT	Depth in hold from tonnage deck to ceiling amidships 8	8	4.5
Stem RANKED	Depth in hold from upper deck to ceiling amidships, in the case of two decks and upwards ELLIPTICAL		
Stern ELLIPTICAL	Depth from top of upper deck at side amidships to bottom of keel 0	0	4.5
Build CARVEL	Round of beam on upper deck 43	43	7.6
Framework and description of vessel STEEL TUG	Length of engine-rooms (if any)		
Number of Bulkheads FOUR WATER-TIGHT			

PARTICULARS OF PROPPELLING ENGINES, &C. (IF ANY), as supplied by Builders, Owners, or Engine Makers.

No. of actual Engines	Description of Engines	When made	Name and Address of Builders	Reciprocating Engines		Steam Engines	H.P. & I.H.P. Estimated Speed or Range
No. of Cylinders				No. of cylinders in each set	Diameter of cylinders	No. of cylinders in each set	
ONE	RECIPROCATING INTERNAL COMBUSTION TWO STROKE SINGLE ACTING	1963	BRITISH POLAR ENGINES LIMITED, GLASGOW	SIX	340mm		96.75 1000
ONE				Length of Stroke 570mm			12 KNOTS

PARTICULARS OF TONNAGE

The tonnages of this ship in accordance with her British Tonnage Certificate are:—

GROSS TONNAGE **131.10** tons (**371.01** cubic metres)
REGISTER TONNAGE **NIL** tons (**NIL** cubic metres)

This ship is assigned with a tonnage mark on each side of the ship which is inches below the upper deck line and when this mark is submerged the above tonnages are applicable.

When the tonnage mark is **NOT** submerged the following tonnages are applicable:—

GROSS TONNAGE tons (cubic metres)
REGISTER TONNAGE tons (cubic metres)

(This section is crossed out with a large diagonal line)

A detailed summary of the tonnages for this ship is shown on The British Tonnage Certificate.

The number of seamen and apprentices for whom accommodation is certified **5**

I, the undersigned, Registrar of British Ships at the Port of **Fowey**, hereby certify that the Ship, the Description of which is prefixed to this my Certificate, has been duly surveyed, and that the above Description is in accordance with the Register Book; that whose Certificate of Competency or Service is No. is the Master of the said Ship; and that the Name, Residence and Description of the Owner and Number of Sixty-fourth Shares held by are as follows:—

Name, Residence, and Occupation of the Owner	Number of Sixty-fourth Shares
Fowey Harbour Commissioners having its principal place of business at Harbour Office. Albert Lucas, Fowey in the County of Cornwall.	Sixty, Four
Dated at F. P. Linton House, Fowey the 16th day of September One thousand nine hundred and eighty six Registrar of British Ships.	

NOTICE.—A Certificate of Registry is not a document of Title. It does not necessarily contain notice of all changes of ownership, and in 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 the protection of the interests of all parties that the change should be registered according to law. Changes of ownership, address or other registered particulars should be notified to the Registrar at the Port of Registry. Should the Vessel be lost, sold to foreigners, or broken up, notice thereof, together with the Certificate of Registry, if in existence, should immediately be given to the Registrar of British Ships at the Port of Registry under a penalty of £100 for default.

PLEASE SEE NOTE REVERSE



Having a new mast fitted at Brazen Island



The British Polar engine



ladder into engine room on starboard side



port side of engine and auxiliaries



Starboard generator and valve chest



Starboard side main engine



Top of main engine with the exhaust going up to funnel and Air receiver and Looking aft and Stern shaft



The Towing hook and bridge deck



Bridge controls



Port wing engine control



Port side bridge wing



in wheelhouse engine controls and steering position



Mess room



The anchor



The aft deck





Johnathan Pritchard master from 2008



John Burgess relief master



Towing ship through Lew Roads to sea



Fast on stern of m.v.Eos entering harbour



Providing an escort for a cruise ship



in company with "Morgawr"



Preparing to swing ship off town quay



dressed overall for special occasion



Towing Wisa Forest off no 4 jetty in Lew Roads Heading out off Polruan Castle



Passing Punches cross into the harbor



On moorings alongside maintenance barge



with Pilot Boat “Gribbin”



Sailing the Scan Bothnia from No 8 Jetty with Pendennick



Towing viewed from the bridge wing

Her role in Fowey was to provide towage for ships entering and leaving the harbour. She was ideal as the “tow” tug whilst Pendennick largely acted as “drag” when two tugs were needed. Early in her stay in Fowey she also did barge work and maneuvered plant such as that used in the South West water sewage project in 1995/6. She occasionally went out of port assisting The Cory Towage in Plymouth. One job was to tow the Torpoint ferry from her mooring out into Plymouth sound ready for its journey to Falmouth for dry-docking. She quite often assisted ships in Par Bay and on one occasion towing the barque Dame de Sark from St. Mawes to Fowey and then onto Plymouth after extensive repairs at the Brazen Island shipyard.

He played an import role in regatta week heading out to welcome in the Falmouth working boat fleet and the yachts on their arrival. For red arrows evening she provided the base for the FHC barbeque and with the Fowey Town Band on board and acting as

their committee ship she would bid farewell to boats at the end of the week. Every year she would be used to take local school children for a trip around the harbour and every year father Christmas would arrive on board with the Town crier.

After a period in reserve following the arrival of the “Cormilan” she was put up for sale. On 28th February 2013 she was sold to McCormick Transport and their subsidiary Company Foyle Marine dredging Co.

She left the port on Monday 4th March 2013 at 1330 hrs being given the traditional escort by other harbor craft.

In her time in Fowey she completed 5878 Ship tows



Tregeagle escorted by big sister Cormilan and other craft leaves the harbour for pastures new

She got as far as the Lizard when a problem with the cooling water required her to head back to Fowey where she was slipped at The Commissioners Brazen Island yard to have a faulty sea valve repaired. Re-launched on 12th March she restarted the voyage on the 13th March 2013 at 1400 hrs

After a passage to her new home port she was deployed to work towing barges for dredging operations



Working at Rothsay



Maneuvering split barges



Taking a loaded barge to sea for dumping

Her funnel colour had become black again the same as her early days on the Clyde with a black hull and with no yellow band at the bottom of the bulwark

<u>Name of Vessel in Fowey</u>			Tregeagle Call Sign GMZH		
Previous Names			Flying Demon Forth		
Year Built	1964	Official Number IMO number	304176 6407327	G.R.T.	131
Builders		J. Lewis and Sons, Aberdeen YN 344			
Dimensions			Length	Beam	Draft
			93'	23'6"	11'5"
Engines	British Polar, 1015bhp-746kW 1 cpp, diesel 2tew 6cyl			Bollard pull	15
Owners Built for		For Clyde Shipping Co Ltd" at Glasgow 1978: restyled to "Clyde Shipping Tugs Ltd"			
History Before Coming to Fowey			Year 1984	"Forth Tugs Ltd" Grangemouth	
Owners in Fowey			16 Jun 86	Fowey Harbour Commissioners	
History on Leaving Fowey			28 Feb 2013	Foyle Marine and dredging	

JOURNEYS OF THE TUG TREGEAGLE

Working in
the Shetlands
2014

Built in
Aberdeen 1964

On the Clyde from
1964 to 1984

In Grangemouth
1984 to 1986

Claudy, Derry, N Ireland
1986 to present

Fowey from
1986 to 2013

