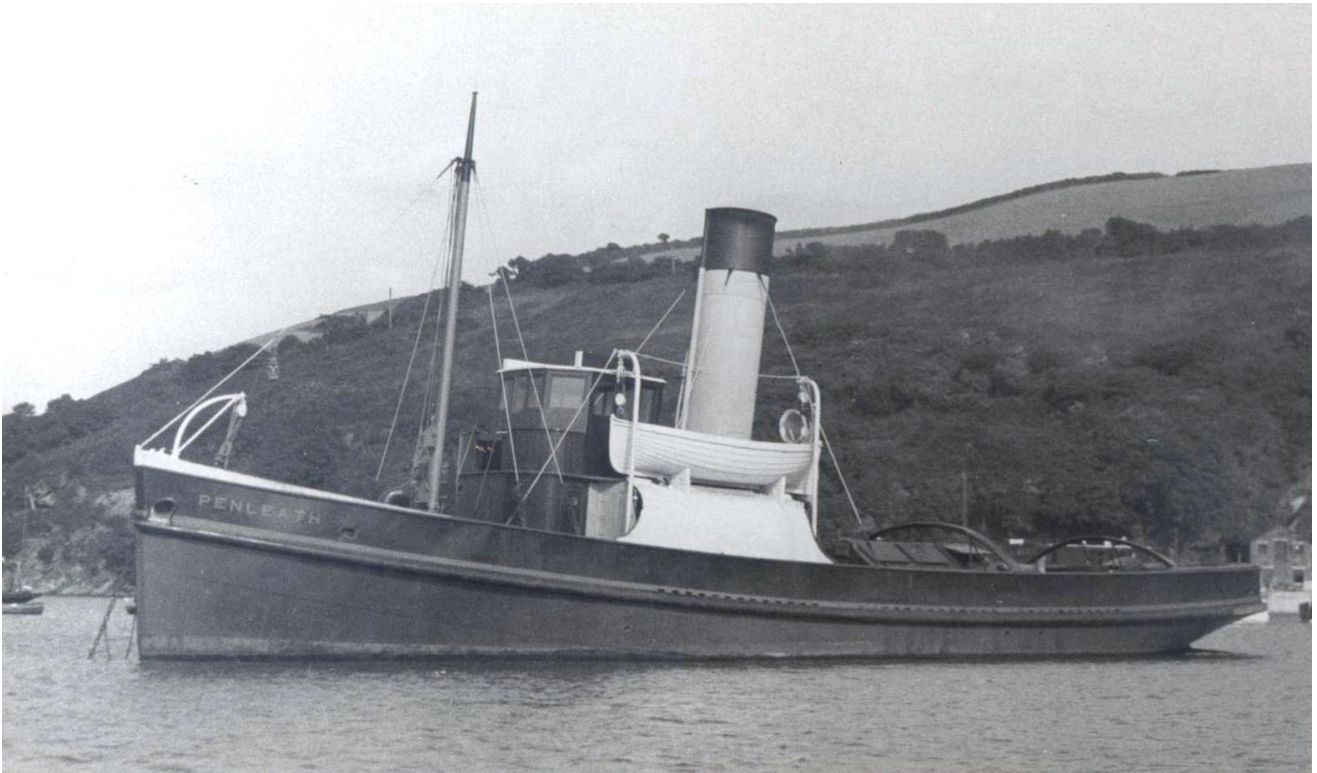


The History of the tug Penleath



Previous names:- Condor, Ridgway

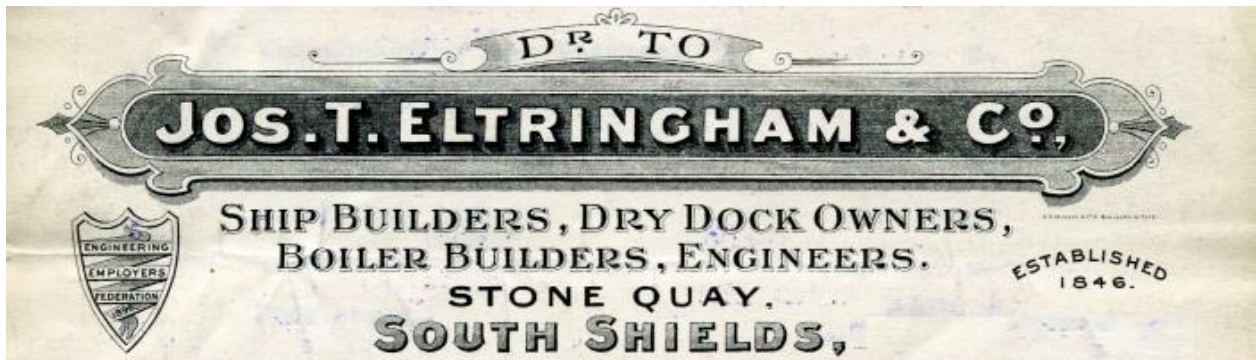
Built:- 1896 J.T. Eltringham, South Shields and Yard Number 187

Scrapped:- 1946 Clayton Davies, Dunston-on Tyne

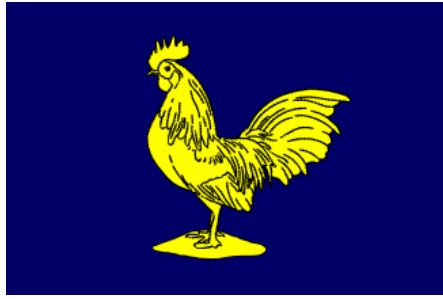
Period in Fowey:- 1927 - 1940

<u>Name of Vessel in Fowey</u>	Penleath
Previous Names	Condor Ridgway

The first tug to carry the name "Penleath" was built and launched 25th August 1896 and delivered in October that year to Gamecock Steam Tug Co., London. She was named "Condor" and her official number was 105894. She had a GRT of 112. Her dimensions were 88' LOA 19' Beam 10'4" draft. Builders were J.T. Eltringham, South Shields and Yard Number 187. Her engines were built by Hemple and Co, South Shields, producing 750ihp 66nhp from a 2 cylinder compound 17.5"x36" 24" stroke steam engine



The Eltringham yard was at Stone Quay, High Holborn in South Shields, an area between Mill Dam and Middle Docks. The name of the quay was so called because it was made and used for shipping the limestone from the quarries at Cleadon and Fulwell. It was in the centre of the western salt-pans in the early 18th Century but by 1773 it seems to have been an empty site. Eltringham built nearly 160 tugs and a similar number of other vessels at the Stone Quay yard but the business was seriously cramped by the confines of the yard, so plans were made to move. In 1912 the firm was converted into a public company and land was purchased at Willington Quay. The new premises were formally opened in February of 1914. Wartime work included fast patrol boats and a minesweeper for the Admiralty and some small tramp ships. The company was reconstructed financially in 1919 but the yard closed during the severe recession of 1922.



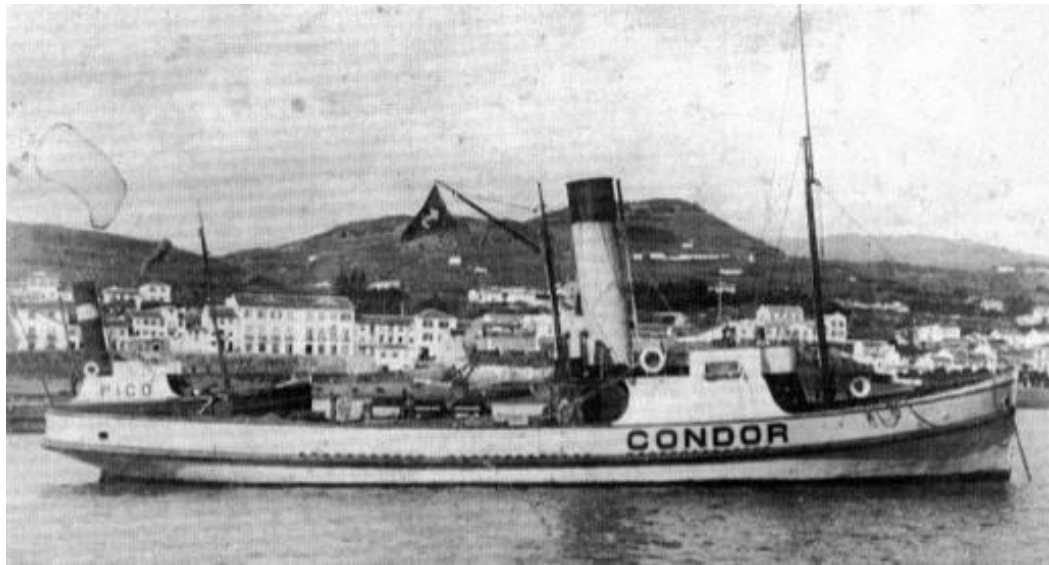
Gamecock House flag and funnel colours



The tug 'Condor', seen here carrying a party during the Jubilee Boat Race of 1897.

In May 1899 she was sold to Herbert Collings, London and later the same year was sold to Azores Coaling Company, Azores. Owners Da Costa Herdeiros, Portugal.

Early steam ships needed to stop off at 'coaling stations' to re-load coal, There was a coaling station in the Azores and many ships stopped there "Condor" was used to help berth them and the colliers bringing the coal to the station.

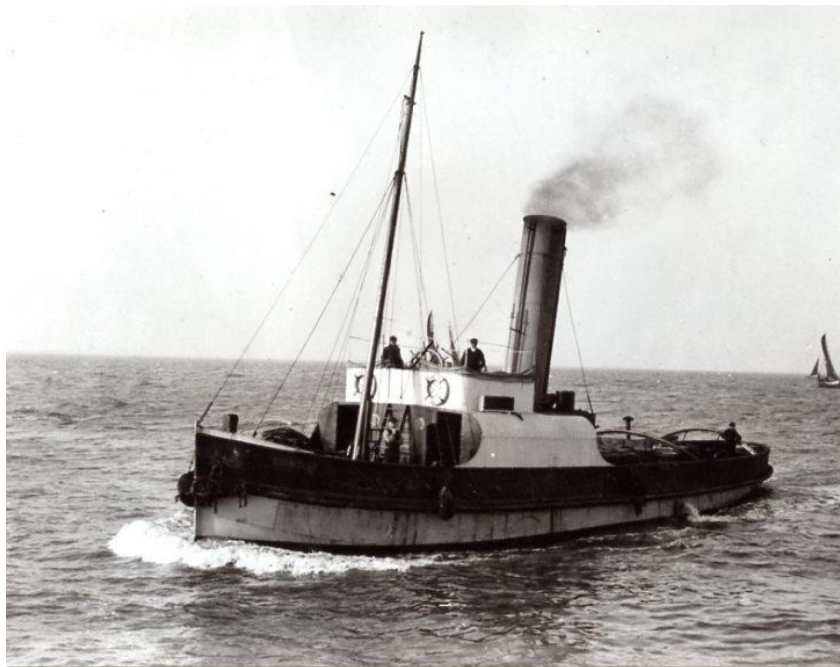


As the "Condor" on station in the Azores

Briefly in 1915 "Condor" was sold to R. E. James Ltd., Southampton, renamed Ridgway.

On 8th January 1915 she was Req for Admiralty service and returned to her owners on 11th October the same year

In April the following year she was sold again this time to Tilbury Contracting and Dredging Co. Ltd., London. Three years later in December 1919 she was again sold this time to John Cooper Ltd., Belfast.



After eight years in December 1927 she was bought by Fowey Tug & Salvage Co. Ltd., Fowey.(Henry Paul) and renamed Penleath in 1928 and registered in the port.

She remained working in the port until October 1941 when she was sold to Radcliffe Towing & Salvage Co., Ilfracombe.

They finally sold her to Cargo Fleet Iron Co. Ltd., Middlesbrough. In March 1942

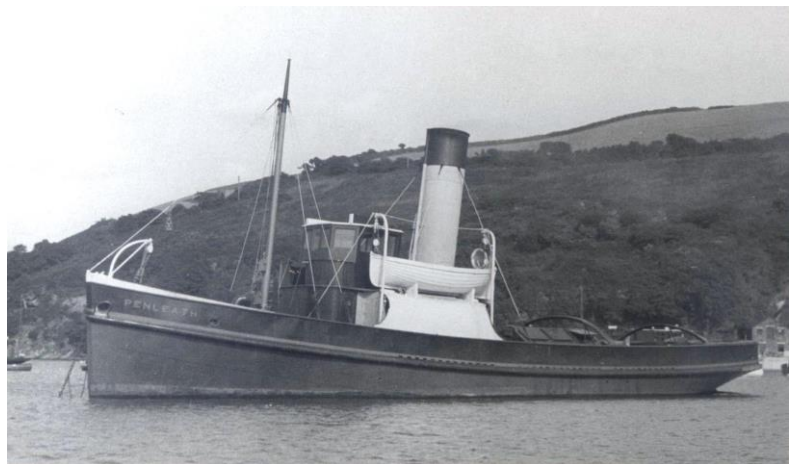


In January 1946 she was scrapped at Dunston by Clayton and Davey Ltd.

Many ships have ended their days at the jetty of Clayton and Davie Ltd., Dunston. This famous firm, (a founder member of the British Ship-breakers Association), was formed in 1926 by Mr. Herbert Clayton after returning from World War One. A little later Mr. William Alexander Davie joined him by buying into the company. Since 1926 many vessels, famous and infamous, including destroyers, German U-boats, frigates, passenger ships, tankers, submarines, dredgers, fishing boats, tug-boats and cross-channel steamers have fallen into the hands of the Clayton and Davie acetylene cutters. Acetylene torch cutters divided huge sections of steel and other metals. They were then lifted onto the waiting trucks by a crane carrying a lightweight electric lifting magnet, 45 inches in diameter, capable of handling 1,250lbs. of metal in a single lift. Some of this metal was exported to European countries. Some steam railway locomotives were also cut up for scrap in the 1960s. In the fifties when the yard was fully operational, between 75 and 100 men were employed

<http://webwanderers.org/?listing=clayton-and-davie-ltd>

Penleath on her lower harbour moorings



123707	Polican . . . . .	..	Grimsby, 1906 . . .	Selby . . . 1905	S.	114	0	31	6	11	2	78	205	60	Princess Steam Fishing Co., Lim., Fish Dock Rd., Grimsby.
79519	Polican		Melbourne, 1880 . . .	Melbourne . . 1880	I.	80	2	17	0	6	7	27	70	40	Herbert G. Tilmonth, c/o Messrs. Beley & Sleight, Lim., same address.
149024	Pelton	G.L.F.N	Hull, 1925	Beverley . . . 1925	S.	140	4	34	0	18	2	141	358	96	Adelaide Steamship Co. Lim., Adelaide, S.A.
147687	*Pelton Bank . . .	V.L.D.W	Sydney, N.S.W., 1934	Wallsend-on-Tyne 1934	S.	285	1	36	1	16	3	794	1376	190	F. & T. Ross, Lim., Mytongate, Hull.
108484	Pembroke		Ottawa, Ont., 1895 . .	Pembroke, Ont. 1895	S.	104	5	28	2	6	6	122	194	30Pa	Percy Ross, same address.
137213	Pencarrow	G.F.Q.J	Falmouth, 1921 . . .	West Hartlepool. 1921	S.	890	0	52	0	26	8	2955	4841	402	Mc Ilwraith, McEacharn, Lim., Melbourne.
146981	Pendeen	G.J.T.N	Falmouth, 1923 . . .	W. Hartlepool . 1923	S.	875	0	51	2	24	7	2808	4174	388	Upper Ottawa Improvement Co. Ottawa.
87063	†Pendennick	M.C.P.B	Fowey, 1930	Millwall, London. 1883	I.	85	0	19	0	9	6	2	88	60	Chellev Navigation Co., Lim., Bevis Marks House, Bevis Marks, London, E.C.3.
161046	†Penetang	C.Y.M.D	Montreal, 1925 . . .	Collingwood, Ont. 1925	S.	262	0	43	1	16	8	983	1824	95	Frederick C. Perman, same address.
133349	Pengreep NEW EMPIRE FAL	G.Q.P.T	Falmouth, 1914 . . .	Hartlepool . . 1914	S.	390	0	52	0	26	9	3007	4806	402	Chellev Navigation Co., Lim., Bevis Marks House, Bevis Marks, London, E.C.3.
123084	Penguin . . . . .	..	Hong Kong, 1907 . . .	Hong Kong . . 1900	W.	62	0	14	5	7	0	27	51	16	Canada Steamship Lines, Lim., 9, Victoria Sq., Montreal, P. I. N. S. T. C. Y.
95974	Penguin . . . . .	..	Melbourne, 1890 . . .	Yarra Bank . . 1890	W.	56	0	12	0	6	0	9	27	20	Chellev Navigation Co., Lim., Bevis Marks House, Bevis Marks, London, E.C.3.
146388	Penhale	G.C.M.B	Falmouth, 1924 . . .	Sunderland . . 1924	S.	265	0	51	5	23	8	2451	4071	317	Frederick C. Perman, same address.
105894	§Penleath . . . . .	..	Fowey, 1927	South Shields . 1895	S.	88	0	19	1	10	4	1	113	66	Hong Kong & Kowloon Wharf & Godown Co., Lim., 2, Centre St. Victoria, Hong Kong.
122688	||Penn . . . . .	..	Grimsby, 1905	Beverley . . . 1905	S.	108	4	21	1	11	2	69	179	55	Geelong Harbour Trust Commissioners, Geelong, Victoria.
125330	Pennan . . . . .	..	Fraserburgh, 1910 . .	Fraserburgh . . 1910	W.	80	3	18	4	8	3	26	64	23	Chellev Navigation Co., Lim., Bevis Marks House, Bevis Marks, London, E.C.3.
124099	Pennar . . . . .	..	Liverpool, 1907 . . .	Northwich . . 1907	S.	94	7	20	6	6	6	70	132	18	Fowey Tug & Salvage Co., Lim., 6, Fore St., Fowey.
148274	**Pennington Court.	G.D.Z.R	London, 1927	Thornaby-on-Tees. 1924	S.	400	0	53	0	23	7	3774	6098	425	Samuel A. Beley, Headlands, Polruan, Cornwall.
133334	Penolver	G.Q.P.R	Falmouth, 1913 . . .	West Hartlepool 1912	S.	350	0	50	0	23	6	2338	3721	336	Arthur Grant & Son, Lim., Fish Docks, Grimsby.
118125	††Penrhos . . . . .	..	Liverpool, 1904 . . .	Northwich . . 1904	S.	101	0	21	8	10	6	87	187	30	Arthur Grant, same address.
110553	†††Penrhyn . . . . .	..	Liverpool, 1909 . . .	Birkenhead . . 1894	I.&S.	86	0	21	3	8	9	88	143	24	× George Walker, 119, Shore St., Fraserburgh.
160949	Penrose	G.S.N.P	Falmouth, 1928 . . .	Newcastle . . 1928	S.	400	4	53	0	25	3	2630	4393	413	Coast Lines, Lim., London House, 3, New London St., London, E.C.3.
146708	§§Penshurst	M.K.Z.F	London, 1937	Aberdeen . . . 1921	S.	234	4	35	6	16	6	880	1454	86	Sir Alfred H. Road, same address.
149598	Penstone	M.P.Y.M	Liverpool, 1926 . . .	Ellesmere Port, Birkenhead. 1926	S.	120	0	22	1	9	0	100	267	41	Court Line, Lim., 1, Leadenhall St., London, E.C.3.
134461	|||Pentland	G.Y.B.D	Hullfax, N.S., 1915 . .	Allendale, N.S. . 1915	W.	75	0	21	8	7	3	68	85	18	Frank W. Saunders, same address.
165956	Pentland Firth . . .		Hull, 1934	Beverley . . . 1934	S.	164	4	37	3	14	4	189	486	164	Chellev Navigation Co., Lim., Bevis Marks House, Bevis Marks, London, E.C.3.
92861	***Penton	M.L.C.Y	Newcastle, 1887 . . .	Bill Quay . . . 1887	S.	100	0	20	1	8	1	78	147	45	Frederick C. Perman, same address.

* Formerly the "Dewstone".
** Formerly the "Bochdale".

† Formerly the "Game Cock".
†† Formerly the "Stanley".

‡ Formerly the "Walker B. Reynolds".
‡‡ Formerly a low-barge.
*** Formerly the "Bodiam".

§ Formerly the "Ridgway" and "Gondor".
|| Formerly the "Maod Llwylyn".

||| Formerly the "Sandringham".
¶ Formerly the "Edith C. Walker" and "Edith H."

<u>Name of Vessel in Fowey</u>		Penleath			
Previous Names		Condor Ridgway			
Year Built	Oct 1896	Official Number Call sign	105894	G.R.T.	112
Builders		J.T. Eltringham, South Shields.YN187			
Dimensions			Length	Beam	Draft
			88'	19'	10'4"
Engines	Hemple and Co, South Shields, 750ihp 66nhp 2cyl compound 17.5"x36" 24" stroke steam engine			Bollard pull	
Owners Built for		Gamecock Steam Tug Co., London,			
History Before Coming to Fowey		Year	Da Costa Herdeiros, Portugal		
		1899			
		1915	R.E. James Ltd, Southampton		
		8-01-15 11-10-15	Admiralty Service		
		1916	Tilbury Contracting and Dredging Co		
		1919	John Cooper, Belfast		
Owners in Fowey		1927	Fowey towage and salvage co (Henry Paull)		
History on Leaving Fowey		1940	Radcliffe Towing and Salvage Co, Ilfracombe		
		1941	Cargo Fleet Iron Co Ltd, Middlesborough		
		1946	Scrapped, Clayton Davies, Dunston-on Tyne		

VOYAGES OF THE TUG PENLEATH

