History of the tug St. Canute

Previous names: - SCT KNUD and Othonia
Built: - 1931 by Frederikshavn Shipyards and Floating Dock A/S, no 192, Denmark
Scrapped: - located at Stocka, Sweden
Period in Fowey: - 1960-1968
The SCT Knud was ordered by Odense Harbour on the 6 June 1930 as a combined Icebreaker and Harbour Tug. She was built by and Floating Dock A/S, in Denmark with a yard Nos 192. Her keel was laid on the 15 August 1930, and she was launched and named on the 5 November. She has an overall length of 83’6” and a beam of 24’7” her draft was 12’6”. Her GRT was 154 tons her engine was a triple expansion steam engine developing 500 I.H.P. 125 RPM Helsingør Iornship- and Machin factory. She had a Helsingør "Skotch" type H380x 3400 boiler.
SKN KNUD not long after entering service

Sct Knud being launched

The St Canute was built at Frederikshavn Shipyard

She worked in the harbor and canal at Odense Harbour, DENMARK
Towing ships in the canal to Odense

Working in the ice

When Sct. Knud was build she was equipped with a very big and nice salon made from mahogany, and was meant for meetings held by the port authorities. The ship was registered to take up to 72 passengers.

Sct. Knud was finished at the shipyard on 9 January 1931 and sailed directly to Odense after a maiden voyage with Captain F. Nielsen in command. She served almost 29 years on Odense canal and harbour. Sct.Knud was sold in 1959 to iron dealer H.E.Hansen in Odense, The vessel was continuously improved, the last improvement was that there was installed radio and in 1955, the ship finally a radar.

Sct. Knud was sold in December 1959 to scrap dealer H.E.Hansen Odense, but since the new tug at Odense Harbour again was to have the name Sct.Knud she was renamed OTHONIA.

During August 1960 The Fowey Harbour Commissioners looked at the details of the Othonia having decided not to purchase the Admiralty tug “Empire Imp”. After a visit to Denmark by Captain Mitchell the Harbour Master on 19th September a special meeting of the Board was held to consider purchasing the tug and it was agreed that they would offer £7000 for her in her home port. A maximum of £7500 was agreed. A figure of £7200 was agreed with H.E.Hansen on 28th September and she transferred ownership the following day. After some preparations and a docking for inspection she sailed from Odense Harbour on 12th October...
1960 calling at Rotterdam for bunkers and supplies and arriving in Fowey Friday 17\textsuperscript{th} October 1960.

She was renamed Canute it being the translation of her original name. She was to join the “Tolbenny” retained on the taking over of the Fowey Tug Company and she spent the following 7 years towing clay ships in Fowey Harbour. She also made voyage moving the Commissioners dredger Tregeagle around the coast.

She entered service on 28\textsuperscript{th} November 1960 after a full inspection and some towing trials and for her master Captain Fletcher Hunkin to get used to her. Her new mooring was laid on the departure of the tug “Penleath” to Plymouth. By this time the Commissioners had agreed to pay £3 a year for the water for the tugs. Her certificate of registry in the port of Fowey was obtained after a survey by the Department of Transport surveyor from Plymouth on 29\textsuperscript{th} May 1961. At that time the first of much work on maintaining the boiler was undertaken and the brickwork on the advice of the boiler surveyor. The cylinders were balanced and she managed 10.75 knots on the measured mile off Talland Bay.

In September 1961 St. Canute was fitted with firefighting gear by Cornwall Fire brigade and her radar was transferred to the dredger Lantic Bay as it was regarded as being of more use on her. Bill Slade her first engineer retired on 24 November at the age of 67 after 21 years’ service with the commissioners. On 10\textsuperscript{th} December she made the 1\textsuperscript{st} of several visits to Plymouth for boiler repairs. The following year St. Canute did her 1\textsuperscript{st} duty as Regatta committee ship anchoring of the mouth of the harbour. Another visit to Plymouth along with “Tolbenny” when they entered dry-dock together.

She had several scrapes in her time and the 1\textsuperscript{st} recorded was damage to the propeller of the s.s. Maria Piro after a gust of wind caught her while towing the ship back to her berth.
SCT KNUD seen shortly after arriving in Fowey. As she was not used for pushing bow fender was removed along with derrick. The Funnel was painted cream with a black top. A search light was removed. With radar

Picture taken by Stuart Hunkin when his father was skipper on the St Canute - shown entering Fowey Harbour. The engineer was Bill Salt and he kept the engine room immaculate - the brasswork on the bridge was also kept in pristine condition. Without radar
On her mooring in Polruan Pool

As committee ship for the Ports Regatta

Towing
underway in lower harbour

Moored to a commercial buoy
underway off jetties
Off the harbour mouth

On her mooring in Polruan Pool

Turning the m.v.Pinto in the swing ground (Pic Jim Matthews) in August 1965
Bring a Russian ship with “Cannis” off Whitehouse quay

In January 1964 The Harbour Commissioners decided to look at diesel tugs as the costs of maintaining steam tugs increased. The m.t.Sedgcock was chartered for appraisal and arrived on 7th February 1964 and shortly after St.Canute partook in a towing match between steam and diesel power organised to be before the Board of the Commissioners. Steam lost as the St. Canute never developed full power. The “Sedgecock” was also operating inefficiently and she was slipped for a new propeller to be fitted.

The Boiler problems continued with spells in maintenance. When only one tug was available and two tug tows were needed a tug was hired from Plymouth. In 1968 having purchased the tug “Gribbin Head” the Commissioners decided to sell the St Canute and they considered an offer for scrap of £10 per GRT if delivered to Sheerness. A local preservation society was also interested. The decision to sell was deferred at the Board meeting on 19th August 1968. At the following meeting on 23rd September an offer from a Mr J.W.Hollier for £1500 to have as a house boat in the harbour was considered but as Major Goddard from the preservation society also showed a strong interest and at the end of September tabled an offer of £1750 which the board accepted. So St.Canute was sold to the Exeter Maritime Museum charity, I.S.C.A. as the cost of maintaining the boilers was too big. There was also the task of keeping steam available against a diesel engines immediate power. Diesel tugs took over the port operation.
The St. Canute left Fowey on Sat 9th November 1968 under the Command of Capt. Wilson, the harbour master with engineers Hughes and Adams. After an overnight stop in Brixham she arrived at Exeter the following high tide.

Exeter Marine museum St Canute shortly after arrival at Exeter

Looking down the foredeck and windlass

The tow hook above the engine skylight
The bridge front

port side and lifeboat

Wheelhouse towards port side
towards starboard side and Fowey chart
The ford starboard side wheel house  The aft deck with hatch below and wooden decks

The steering wheel and binnacle.  The upper steering position and engine telegraph

Pictures given by Mrs S.F.KING
The ship's side was repainted green, the funnel white / black with a red ribbon and white lily as she was in Denmark. Canute was open to the public for nearly 30 years in the Exeter canal basin.

In May of 1999 the ship was bought by Christer STANDEL and renamed STOCKVIK and sailed under its own power from England to Terneuzen in Holland where they made a few reparations, among other they changed all the thin pipes in the boiler, 124 pieces (pipes). Late that year the ship sailed to Amsterdam for the winter. In April 2000, they continued the voyage to Stocka, with a stop in Svendborg in Denmark where she arrived on the 25 of April at 0900 am. Here the ship was for a couple of weeks, were it was possible to enter the ship and have a look around, before she continued to Stockholm. On the 28 of July S/S Stockvik sailed from Stockholm with course for Stocka where it arrived on 1 August 2000.

In April 2000, it continued the journey towards Stocka with stops in Svendborg, where the ship arrived on April 25 at 0900hrs. She lay here for a few weeks before continuing the journey to Stockholm. She sailed on 28th July from Stockholm bound for Stocka where she arrived on 1st August 2000.
In the Farnegen Canal Denmark en route to her new home in Sweden

At Terneuzen in Holland

The S/S Stockvik on arrival in Sweden
Being pulled out of the water for repairs to her hull.

On the cradle on the slip partly covered to keep the weather off.
The rudder and propeller repairing the hull plating which is riveted
More plating repairs

removing the propellor

On her slipway covered in for work
Afloat again and still covered in
A drawing by Charles Pickering for Fowey Harbour Commissioners
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<thead>
<tr>
<th><strong>Name of Vessel in Fowey</strong></th>
<th><strong>St. Canute</strong></th>
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<tbody>
<tr>
<td><strong>Previous Names</strong></td>
<td><strong>SCT KNUD Othonia</strong></td>
</tr>
<tr>
<td><strong>Year Built</strong></td>
<td>1931</td>
</tr>
<tr>
<td><strong>Official Number</strong></td>
<td>154</td>
</tr>
<tr>
<td><strong>G.R.T.</strong></td>
<td>154</td>
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<tr>
<td><strong>Builders</strong></td>
<td>Frederikshavn Shipyard and Floating Dock A/S, no 192 Denmark</td>
</tr>
<tr>
<td><strong>Dimensions</strong></td>
<td><strong>Length</strong></td>
</tr>
<tr>
<td></td>
<td>83’6”</td>
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<tr>
<td><strong>Engines</strong></td>
<td>500 I.H.P. 125 RPM Helsingør Iornship- and Machinfactory. Triple expansion engine. Helsingør boiler, type ”Skotch” H380x 3400</td>
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<tr>
<td><strong>Bollard pull</strong></td>
<td>7.2 T</td>
</tr>
<tr>
<td><strong>Owners Built for</strong></td>
<td>Odense Harbour</td>
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<tr>
<td><strong>History Before Coming to Fowey</strong></td>
<td><strong>Year</strong></td>
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<tr>
<td><strong>Owners in Fowey</strong></td>
<td>1960-1968</td>
</tr>
<tr>
<td>Renamed Stockvik</td>
<td>1999-2000</td>
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Memorandum of Agreement


Messrs. H.J. Hansen, Vesteregade 97, Odense

hereinafter called the Sellers, have today sold, and the Fowey Harbour Commissioners, Fowey, Cornwall

hereinafter called the Buyers, have today bought steam tug "OTHONIA" ex "SCT. KNUD"


Built: 1931 by Frederikshavn Varft, Frederikshavn

Register Tonnage: 154 gross/60 net.

with everything belonging to her, on board and on shore, (see § 7), on the following conditions:

§ 1. Price: £7,200 say (£SEVEN THOUSAND TWO HUNDRED STERLING BRITISH CURRENCY)

§ 2. As a security for the correct fulfilment of this contract, the Buyers shall pay a deposit of 10%—ten per cent—of the Purchase Money on signing this contract.

This amount shall be deposited with Fyens Discanto Kasse, Odense

and held by them in a joint account for the Sellers and the Buyers. Interest, if any, to be for Buyers' account. Any fee charged for holding said deposit, shall be borne equally by the Sellers and the Buyers.

§ 3. The said Purchase Money shall be paid in cash on delivery of the "OTHONIA".

on delivery of the vessel, but not later than 3 days (Sundays & Holidays excepted) after the vessel is ready for delivery and written notice hereof has been given to the Buyers by the Sellers.

§ 4. The Sellers shall provide for inspection of the vessel at Odense

Superficial inspection afloat was carried out 15th instant

and the Buyers shall undertake the inspection without undue delay to the vessel.

The vessel shall be delivered and taken over at Odense

Should the vessel become a total or constructive total loss before delivery, this contract shall be considered null and void and the deposit immediately released to the Buyers.

§ 5. The Buyers shall inspect the vessel afloat without any opening up and the Sellers shall, if the vessel is approved, have received written notice from the Buyers within 48 hours after completion of such inspection. If the vessel has been approved after such inspection, other inboard parts, such as machinery, boilers, tanks, etc., shall be inspected. The Sellers shall provide for the opening up and closing of these parts, and all expenses in this connection shall be borne by them. The purchase shall become definite if the vessel is accepted after such inspection and provided the Sellers have received written notice hereof within 24 hours after completion of such inspection.

Should the vessel be refused, this contract shall be considered null and void and the deposit immediately released to the Buyers.

§ 6. For inspection of bottom and other underwater part(s), the Sellers shall place the vessel in drydock at the port of delivery. If rudder, propeller, bottom or other underwater part(s) be found broken, damaged or defective, so as to affect the vessel's clean certificate of class, same shall be notified in the freight invoice.
The report by the harbour master to the Board of the commissioners

Accommodation

Cabin for Master and Chief Engineer with saloon. Well appointed. Cabins aft for 2 engine room hands and 3 deck hands. There are a number of good settees which could be fitted temporarily as bunks for the passage over. One galley with coal range 2 toilets.

History

The vessel was built in 1931 for the Odense Harbour Authority as a combined tug and ice breaker for which she has been specially strengthened. She was sold in 1959 to the present owner when replaced by a diesel engined vessel.

EXAMINATION

Fore Peak

Not opened

Chain Lockers

In excellent condition and well maintained.

Officers’ Accommodation

This is close lined throughout so could not be properly inspected above the cabin deck. Under the deck the steelwork is in excellent condition and has been well maintained. The wood panelling, furniture etc. is in very good condition. Special equipment: Clock, Aneroid Barometer and thermometer. There is a number of chains under the deck and a few other odds and ends of equipment.

Boiler Room

Steelwork in very good condition, including the area under the floor plates, and the boiler stools are sound. Feed water tank not opened.

Bunkers

Steelwork in very good condition.

Engine Room

Steelwork in very good condition.

After Accommodation

Like the forward accommodation this is close-lined so the steelwork could be seen only under the floor. Here as far as access could be gained, the steel was found to be sound, including a tank top.

After Peak Flat

This is situated over a large tank which is used for trimming the ship by the stern when breaking ice and also provides water for circulating the condenser when the vessel is ice bound. The tank was not open but all the steelwork above it is in excellent condition and is well preserved. The rudder quadrant is in this space and this appeared to be in good order.

Main Deck

Steel in way of peaks, engine room and boiler room with steel stringer and tie plates elsewhere, the whole being sheathed with wood. All in sound condition.

Bulwarks, Casings etc.

Steelwork in very good condition and well preserved.

Boiler

The boiler was filled with water so could not be examined on the waterside. Back and front end tubes and tube plates were examined (although cleaning was necessary) and no sign of leakage could be found. Tubes and back ends require sweeping and the furnace brickwork has to be replaced. The last B.V. Report was good.
Machinery

So far as could be seen all the machinery is in good order and has been given a coat of preserving grease.

Conclusion

This vessel has been so well maintained by the Odense Harbour Authority that it is difficult to believe that she is nearly 30 years old. There is no doubt that, given the same care, she will last as long again.

It is understood that the present owner is asking £7,500 for her. At that she is a good proposition and it is recommended that a suitably reduced offer be made subject to (a) examination on a slipway (b) her being given a certificate of seaworthiness for the passage from Odense to Fowey by the appropriate authority, (c) that all spare equipment now ashore, including tail shaft, propeller, engine spares, boiler tubes etc. be placed on board and (d) that all equipment, spares and tools on board at the time of my inspection be there at the take-over; also that there are no restrictions on the transfer from the Danish to the British flag.

Signed this day of September, 1960.

Harbour Master & Supt. of Works.

Two paintings of Sct.Knud
The Voyages of the St. Canute

built at Frederikshavn Shipyard 1930

Odense Harbour, DENMARK from 1931 to 1960

Amsterdam 1999 to 2000

Fowey 1960 to Nov

Arrived in Stocka as the STOCKVIK on 1st August 2000

Stockholm June and July 2000

Svendborg April and May 2000

Odense Harbour, DENMARK from 1931 to 1960