

HISTORY OF THE TUG ST. WINNOW



Previous names:- Duke of Normandy

Built:- 1902/3 by Phillips of Dartmouth

Scrapped:- Barrow 1967

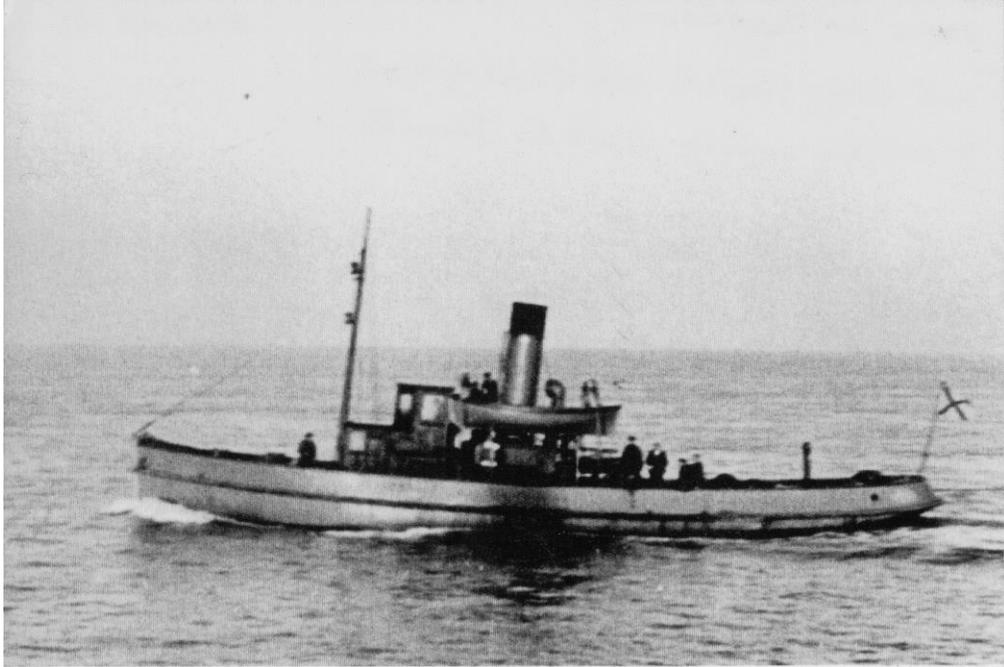
Period in Fowey:- 1950 - 1954

<u>Name of Vessel in Fowey</u>	St.Winnow
Previous Names	Duke of Normandy Hirst

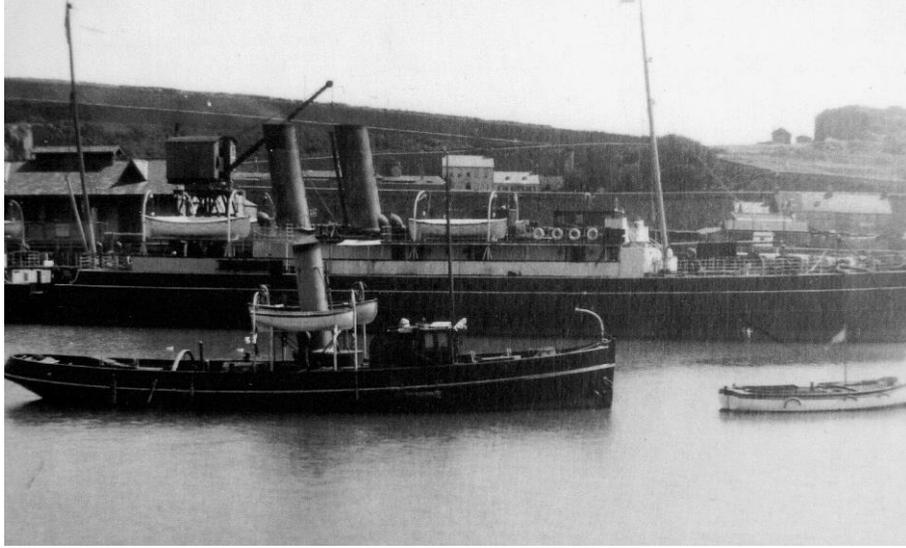


A picture of the Duke of Normandy shortly after delivery to St Helier Harbour she had her name painted on the bow, later removed and was flying her name pennant> She only had one life boat.

Built as the Duke of Normandy for The States of Jersey (Piers and Harbours Committee by Philip and Sons, Dartmouth (Y224) in 1903 and she cost £3000. She was 80' long and with a beam of 17'2 and a draft of 8'2" She was a twin screw tug with 2 SRC 20 H.P.Philips compound twin cylinder steam engines. She had a registered GRT 64tons and a NRT of 22t



Arriving in Jersey on 15th May 1903 arrived she assisted vessels in and out of the harbour and towed maintenance barges around the island. In 1905, the Harbour Master of St Helier applied to the Admiralty for a badge for a Blue Ensign that would be "plainly distinctive and easily distinguishable from the special Blue Ensign of the Royal Channel Islands Yacht Club, and from the ensign used by Guernsey authorities, a three leopard badge surmounted by a sprig of laurel." The ensign was needed to identify the steam-tug "Duke of Normandy" to the French who had granted it the privilege of official recognition and immunity as a vessel in public service. This placed the "Duke of Normandy" on the same footing as tenders of Trinity House who were not charged harbour dues. States of Jersey were the registered owners and the ship would fly the Blue Ensign only when on government service. The badge on the Blue Ensign of the R.C.I.Y.C. was three yellow lions on a red shield ensign with a crown. The proposed badge was a red saltire on a white rectangle surmounted by a yellow bordered red shield charged with three yellow leopard's ensign with a crown. It was obvious that she made voyages to nearby French ports.



New furnaces and boilers were fitted in Southampton with the tug leaving the islands on 14th February 1909. With the work completed she returned to service on 4th July 1911 with the davits for the small boats raised and a second on the starboard side. One boat was a double ended and the other had a transom. In August 1929 she was moved from her mooring in middle harbour to berth on to the quay.





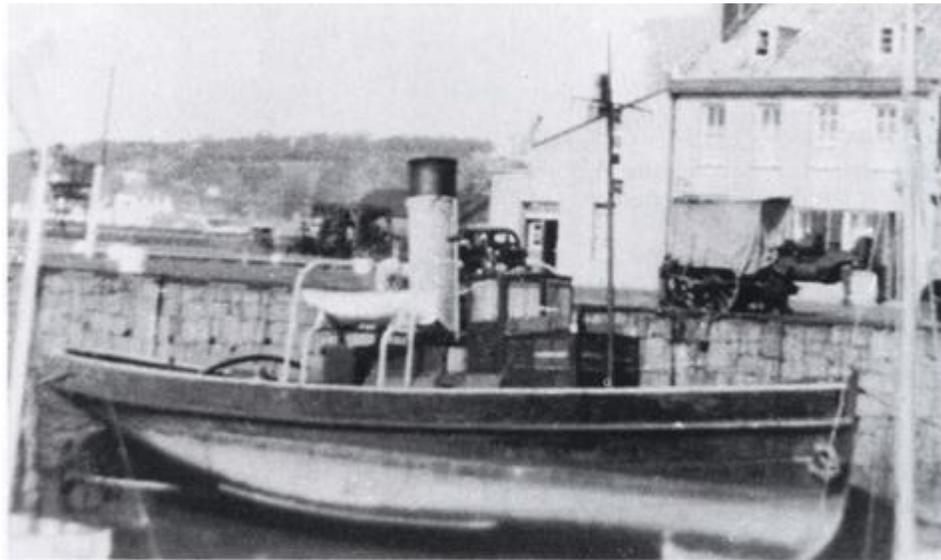
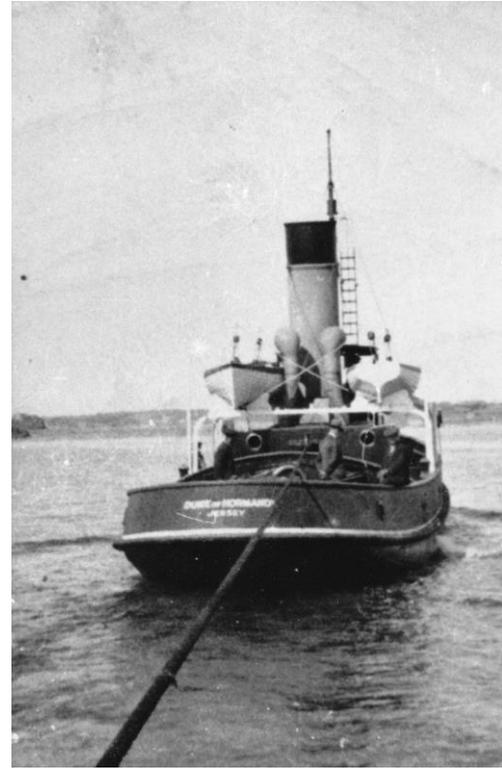
Note the spar and sail attached which were pulled to the bow and hoisted to act as an awning

The Committee decided to re boiler and add a wheelhouse in 1930. The work was done in Dartmouth and she left on 31st March. She arrived back on 5th July the same year. There was also a higher funnel for the new boilers and the top of her funnel was painted black. The following year on 15th May she ran aground at Les Minquiers losing her port propeller. She was towed back to St. Helier by the tug “PERNIS”



The Islands were captured during the 2nd world war and on 3rd July 1942 she was handed over to Germans who used her for various defence duties.

After the war she was returned to the original ownership and it was decided open up the engines and boilers on 2nd July 1946. After maintenance she was re-commissioned in November 1946. She worked for another two years being laid up in 1948.



picture from Dave Hocquard

Duke of Normandy laid up in Old Harbour St. Helier

1950 February R.W.Fielding a tug broker from Leeds bought her for £1200. Registered he departed with her on 18th February for Plymouth. He changed the name to HIRST on 18th July that year. On 21st August she was sold to the Fowey

Harbour Commissioners who change her name to St. Winnow registering her in the port on 29th September.

St. Winnow worked in the harbour moving commissioner's barges and dredging plant until 25th June 1954 when they sold her to Bennetts Contractors. They renamed the tug WYRECRETE and registered her on 29th July 1955 in Workington. A dredging pump was fitted and she dredged sand in Morecombe Bay

On 8th August 1961 she was sold again to Fleetwood and Gravel Co Ltd. She worked until 24th February 1967 when she arrived in Barrow to be broken up by T.W.Ward Ltd. She was beached for demolition 1st March 1967

Thomas W Ward Ltd of Sheffield opened its ship dismantling department in 1894, with yards in Barrow, Preston and later in Morecambe. It became the first major supplier of scrap metal to the growing steel and industrial manufacturers. The vessels were kept afloat for as long as possible while they were stripped of their engines and motors. As a ship became lighter it would be towed further inshore until the hull would be broken on the shore or river bed at low tide.



As Wyrcrete (Photo photoship)



Picture J & M Clarkson
St. Winnow in Warrington

<u>Name of Vessel in Fowey</u>			St.Winnow		
Previous Names			Duke of Normandy Hirst		
Year Built	1902/ 03	Official Number	76295	G.R.T. N.R.T.	64 22
Builders		Philips and Sons, Dartmouth			
Dimensions			Length	Beam	Draft
			80'0" 73'8"	17'2"	8'2"
Engines	20 H.P.Philips compound twin cylinder			Bollard pull	
Owners Built for			for Jersey States		
History Before Coming to Fowey			Year	In Channel Islands Requisitioned By German Forces in War II	
			1948	Peter Fielding, Leeds Laid up in Plymouth	
Owners in Fowey			26 Jul 1950	Fowey Harbour Commissioners	
History on Leaving Fowey			July 1954	James Bennets (Contractors) Ltd, Warrington	
			1961	had sand pump fitted	
			1967	Fleetwood Sand and Gravel Co renamed Wyrecrete Scrapped in Barrow	

VOYAGES OF THE TUG ST. WINNOW

