

The Hopper m.v.Lantyan

Ex Empire Townsman

Ex Roselyne

Built for the Ministry of war Transport as the Empire Townsman by Richard Dunston Ltd, Thorne she was launched on 26 May 1943 and completed in August 1943. A 313 GRT and 350 DWT coaster designed as a coastal collier she was sunk in the Severn Estuary in 1944 but raised shortly afterwards.

After the war she was sold in 1947 to W D Tamlyn & Co Ltd and renamed m.v.Roselyne. Tamlyns a Plymouth company carried many cargoes to and from West Country ports including Fowey, Par and Charlestown. These included china clay shipments to Preston and Runcorn for the potteries.



Seen here in Par whilst in the ownership of W.D.Tamlyn and co.and registered in Plymouth

In August 1952 the Fowey Harbour Commissioners considered a scheme put forward by the Harbour Master, Captain Mitchell to purchase two diesel coastal colliers for £49000 and convert them into hoppers at a cost of a further £12000. It was agreed to buy the two Colliers Moreton Corbet and Roselyne as they had been both built as empire ships to similar designs. So after further service the m.v.Roselyne was sold on 3rd January 1953 to Fowey Harbour Commissioners, and renamed

“Lantyan.” She was immediately bareboat chartered to Lockett and Wilson to carry cargoes on the east coast. The charter lasted until 25th February and she arrived in Fowey on the 28th. She was slipped on No.1 slipway at Brazen Island for conversion to a self propelled hopper on 2nd April 1953. It took until October when she was relaunched being nearly ready for service. The Commissioners insured her for £35000

She worked in conjunction with her sister the “Lerryn” being loaded by the dredger Tregeagle. In addition to working in Fowey she proceeded to other ports including those in Ireland, Wales and along the south coast. Late in February 1954 she and the other dredging plant headed to Port Talbot where a major dredging programme was commenced. The following February whilst stationary she was hit but a ship manoeuvring. She suffered minor damage. Dredging there was completed on 18th March and the Lantyan returned to Fowey. In April 1956 it was Newlyn then Penzance. Following this Portland was the next port with the Castletown pier project. This was completed in March 1957 then followed Weymouth which the dredging team completed on 12th April. This was to be the last out port dredging project for the Lantyan and her sister as the commissioners discussed the sale of the main plant appointing T.W.Tamplin and Co Ltd. as brokers. The m.v.Lantyan along with Lerryn and the dredger Tregeagle were sold to Lord Craigmyle of London for £82000 to be used on a project to dredge Milford Haven. She along with the other two vessels were delivered to Milford Haven by the end of June 1957. Her name was retained presumably along with her port of registration as the records show her next sale in 1964 to Seaborne Aggregate Co Ltd, Southampton.

They converted her to a suction dredger and renamed her m.v.Pen Arun. She presumably worked off the Isle of Wight bringing gravel and sand into Southampton. This continued when she was sold again in 1970 to Amey Marine Ltd, Southampton.

They sold her in 1974 to Dale Sand & Gravel Co Ltd, Guernsey and renamed Sir Cedric.



As the Sir Cedric at Penzance.

She was then sold again in 1976 to Roselyon Shipping Co, Guernsey.

Final records are of her being sold in 1978 to Société Private Derrien-Bichue, France and being in service in 2010.