

<u>Name of Vessel in Fowey</u>		St. Canute			
Previous Names		SCT KNUD Othonia			
Year Built	1931	Official Number		G.R.T.	154
Builders		Frederikshavn Shipyard and Floating Dock A/S, no 192 Denmark			
Dimensions			Length	Beam	Draft
			83'6"	24'7"	12'6"
Engines	500 I.H.P. 125 RPM Helsingør Iornship- and Machinfactory. Triple expansion engine. Helsingør boiler, type "Skotch" H380x 3400			Bollard pull	7.2 T
Owners Built for		Odense Harbour			
History Before Coming to Fowey			Year	Worked for Odense Harbour	
Owners in Fowey			1961	Fowey Harbour Commissioners	
Renamed Stockvik			1999 2000	Holland Stocka, Sweden	

Notes

Ordered by Odense Harbour on the 6 June 1930 as a combined Icebreaker and Harbour Tug. Her keel was laid on the 15 August 1930, launched and named on the 5 November. When Sct. Knud was built 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 December 1959 to iron dealer H.E. Hansen in Odense, who resold her to Fowey Harbour Commissioners in 1961. Renamed Canute she spent the following 7 years towing clay ships in Fowey Harbour under the Command of Fletcher Hunkin. She also made voyage moving the Commissioners dredger Tregeagle around the Coast.

In 1968 having purchased the Gribbin head the Commissioners sold Canute to the Exeter Maritime Museum charity, I.S.C.A. as the cost of maintaining the boilers was too big. Also keeping steam available against diesel immediate power. Canute partook in a towing match between steam and diesel power organised before the board of the Commissioners. Steam lost and diesel tugs took over the port operation.

Canute was open to the public for nearly 30 years in the Exeter canal basin.

In May of 1999 the ship sailed from England to Terneuzen in Holland 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.

PICTURES



**SKN KNUD not long
after entering
service**

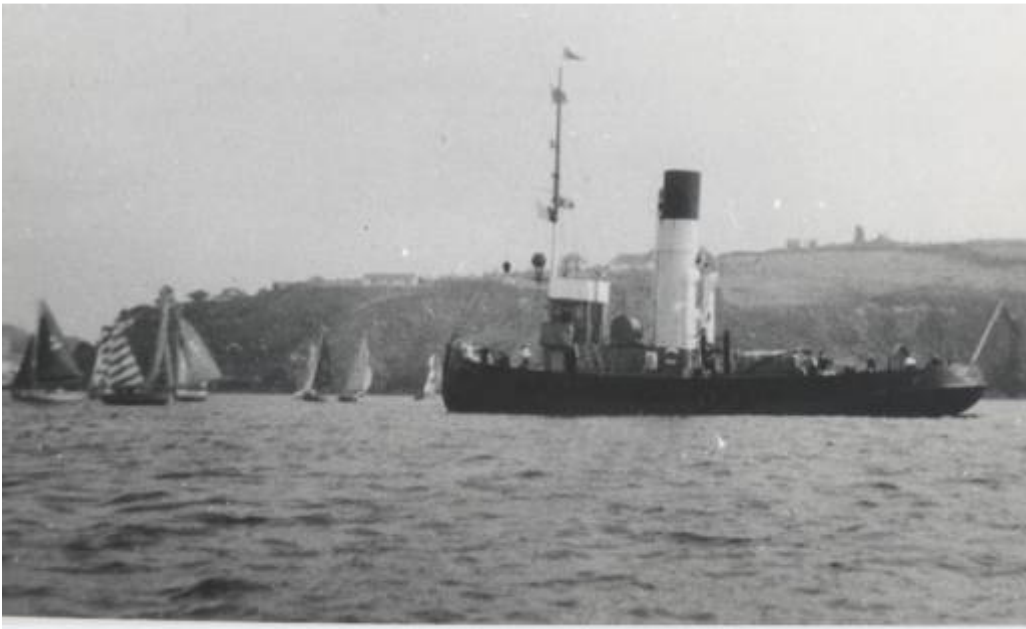
**Canute steaming up the
lower Harbour**



**SCT KNUD shortly after
arriving in Fowey. As she
was not used for pushing
bow fender was removed
along with derrick**



On her mooring in The Lower harbour



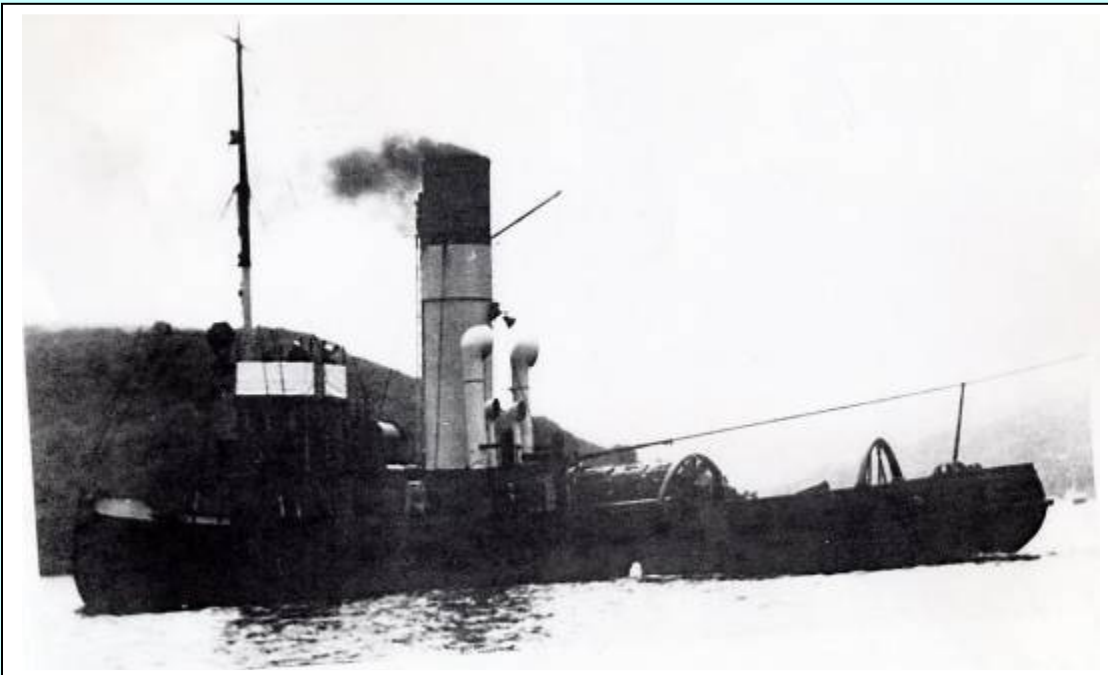
As Committee ship for regatta week anchored off the harbour mouth



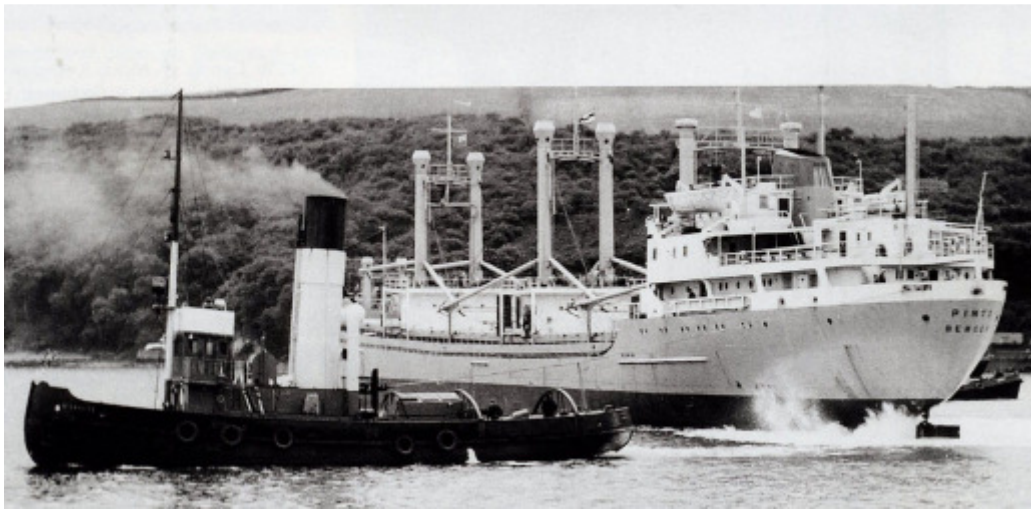
Steaming from Mixtow Reach into Lew Roads



Plans of St. Canute



Towing a ship in the Lower harbour



St. Canute Turning the Pintp in the swing ground



Open to the public at Exeter Maritime Museum



**In the Canal Denmark en route to her
new home in Sweden**



As the S/S Stockvik on arrival in Sweden





Showing the size of the propeller and rudder

