

| | | | | | |
|---|---|--|----------------------------|---|--------------|
| <u>Name of Vessel in Fowey</u> | | Tregeagle Call Sign GMZH | | | |
| Previous Names | | Flying Demon Forth | | | |
| Year Built | 1964 | Official Number IMO number | 304176 6407327 | G.R.T. | 131 |
| Builders | | J. Lewis and Sons, Aberdeen YN 344 | | | |
| Dimensions | | | Length | Beam | Draft |
| | | | 93' | 23'6" | 11'5" |
| Engines | British Polar, 1015bhp-746kW 1 cpp, diesel 2tew 6cyl | | Bollard pull | 15 | |
| Owners Built for | | For Clyde Shipping Co Ltd" at Glasgow 1978: restyled to "Clyde Shipping Tugs Ltd" | | | |
| History Before Coming to Fowey | | | Year 1984 | "Forth Tugs Ltd" Grangemouth | |
| Owners in Fowey | | | 16 Jun 86 | Fowey Harbour Commissioners | |
| History on Leaving Fowey | | | | In commission | |

PICTURES



Flying Demon on the Clyde



Assisting harbour works on the Clyde



Leaving Victoria Harbour, Greenock





Canting IRISH SPRUCE off KGV Dock Glasgow



Towing a ship in Grangemouth, Forth



In the Dock at Grangemouth just before being sold to The Fowey Harbour Commissioners



On arrival in Fowey tied up to a dredging hopper in the mouth of Pont Pill



Tregeagle leading Gribbin Head and Cannis back into Fowey



Stern view with the Kort Steering nozzle and variable pitch propeller. On the Fowey Harbour Commissioners slipway at Brazen Island



Painted and nearly ready for re- launching. Anchor hanging from hawse pipe





In the harbour mouth having escorted a ship to sea





Standing by to tow H.M.S. Sutherland swinging in turning ground for Port liaison visit



Towing the Amsterdam registered m.v. Kaapgracht



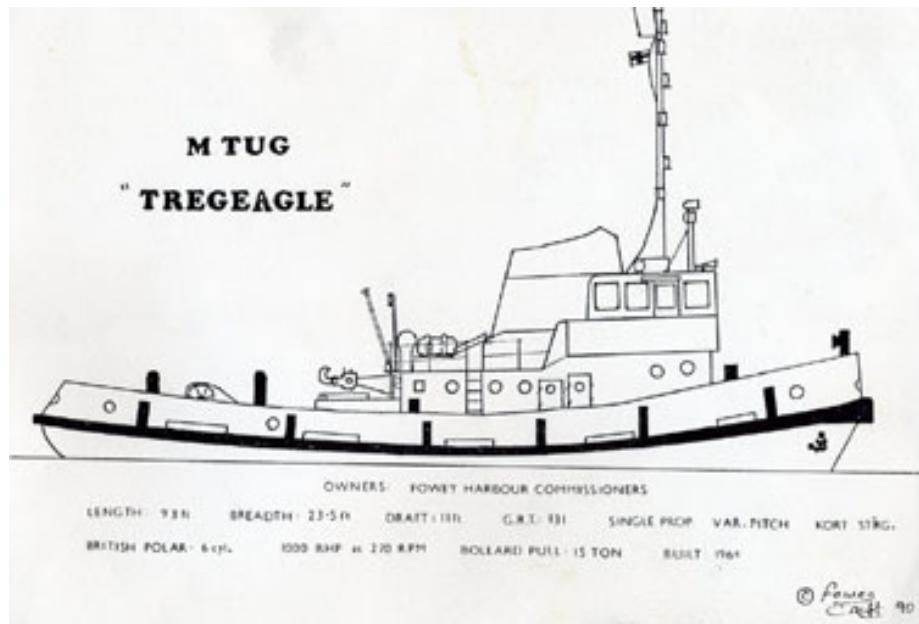
Towing a dredging barge



**“Spam” Basil Miller
First Master of Tregeagle
In Fowey**



Steve Barker 2nd Master on the starboard Bridge wing at the engine controls with wandering lead steering control. Note:- Cornish flag on top of wheel house



Line drawing of Tregeagle



Berthing The World



PARTICULARS OF SHIP

| | | | | |
|--|---|--|---|----------------------|
| Official Number 304176 | Name of Ship TREGEAGLE | No., Year and Port of Registry 1 in 1986 FOWEY | No. Year and Port of previous Registry (if any) 2 in 1984 CRANFORTH | |
| Whether a Sailing, Steam or Motor Ship, or Steam or Motor, her propelled | Where Built | When Built | Name and Address of Builder | |
| MOTOR SINGLE SCREW | ABERDEEN | 1964 | JOHN LEWIS & SONS LIMITED ABERDEEN | |
| Number of Decks ONE | Length from fore-part of stem, to the side of the head of the stern-post /fore side of the rudder stock | | FEET 84 | TENTHS 1.0 |
| Number of Masts ONE | Main breadth to outside of plating | | 22 | 2.0 |
| Rigged NOT | Depth in hold from tonnage deck to ceiling amidships | | 8 | 4.5 |
| Stem RAISED | Depth in hold from upper deck to ceiling amidships, in the case of two decks and upwards | | | |
| Stern ELLIPTICAL | Depth from top of upper deck at side amidships to bottom of keel | | | |
| Build CARVEL | Round of beam on upper deck | | 0 | 4.5 |
| Framework and description of vessel STEEL TUG | Length of engine-room (if any) | | 43 | 7.6 |
| Number of Bulkheads FOUR WATER-TIGHT | | | | |

PARTICULARS OF PROPELLING ENGINES, &C. (IF ANY), as supplied by Builders, Owners, or Engine Makers.

| No. of actual Engines | Description of Engines | When made | Name and Address of Builders | Reciprocating Engines | | Steam Engines | H.P. or I.H.P. Estimated Output of Ship |
|-----------------------|---|-------------|---|------------------------------|-----------------------|---------------|---|
| | | | | No. of cylinders in each set | Diameter of cylinders | | |
| ONE | RECIPROCATING INTEGRAL COMBUSTION TWO STROKE SINGLE ACTING | 1963 | BRITISH POLAR ENGINES LIMITED, GLASGOW | SIX | 340mm | | 96.75 1000 |
| ONE | | | | Length of Stroke | | | 570mm 1214005 |

PARTICULARS OF TONNAGE

The tonnages of this ship in accordance with her British Tonnage Certificate are:—

GROSS TONNAGE **131.10** tons (**371.01** cubic metres)
REGISTER TONNAGE **NIL** tons (**NIL** cubic metres)

This ship is assigned with a tonnage mark on each side of the ship which is inches below the upper deck line and when this mark is submerged the above tonnages are applicable.

When the tonnage mark is **NOT** submerged the following tonnages are applicable:—

GROSS TONNAGE tons (..... cubic metres)
REGISTER TONNAGE tons (..... cubic metres)

A detailed summary of the tonnages for this ship is shown on The British Tonnage Certificate.

The number of seamen and apprentices for whom accommodation is certified **5**

I, the undersigned, Registrar of British Ships at the Port of **Fowey**, hereby certify that the Ship, the Description of which is prefixed to this my Certificate, has been duly surveyed, and that the above Description is in accordance with the Register Book; that whose Certificate of Competency or Service is No. is the Master of the said Ship; and that the Name, Residence and Description of the Owner and Number of Sixty-fourth Shares held by are as follows:—

| Name, Residence, and Occupation of the Owner | Number of Sixty-fourth Shares |
|--|-------------------------------|
| Fowey Harbour Commissioners having its principal place of business at Harbour Office. Albert Lewis, Fowey in the County of Cornwall. | Sixty, Four |

Dated at **F. by London House, Fowey** the **16th** day of **September** One thousand nine hundred and **eighty six**
[Signature] Registrar of British Ships.

NOTICE.—A Certificate of Registry is not a document of Title. It does not necessarily contain notice of all changes of ownership, and in no case does it contain an official record of any mortgages affecting the ship. In case of any change of ownership it is important for the protection of the interests of all parties that the change should be registered according to law. Changes of ownership, address or other registered particulars should be notified to the Registrar at the Port of Registry. Should the Vessel be lost, sold to foreigners, or broken up, notice thereof, together with the Certificate of Registry, if in existence, should immediately be given to the Registrar of British Ships at the Port of Registry under a penalty of £100 for default.

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