



BOLLARD...PULL

*United Towing & Salvage Society's Magazine
Also incorporating "Galley Radio"*



No. 8, June 2018

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Front cover. *Seaman 1967.*

Photo taken in 1967.

Left to right.

Cook? C/Eng. George Jewitt, Master Arthur King, 2/Eng. Jim Laidlaw, Messman?

Deck Hands Ray Jordan, Fred Clarke, Dave Maltby.



Bollard Pull Number 8

Contents

Page

Galley Radio – Latest news.

- 4 “A View From the Bridge” - The Chairman’s report.
- 5 29th April 2018 - Falklands War Service of Commemoration. Nev Gray.
- 8 11th May 2018 - Unveiling of the Heritage Plaque at 11 Nelson Street. Nev Gray.
- 10 “The Diary of an Englishman” – New book by David Proud.
- 15 *Pullman*, the latest addition to the SMS fleet. From Tugs Towing & Offshore Newsletter.

Bollard Pull – Stories from the archives.

- 16 1924 – Shooting incident on *Masterman* (1923). Hull Daily Mail.
- 17 1946 – Towage of *Thorshøvdi*. By *Superman* (1933) and *Masterman* (1946). Hull Daily Mail.
- 19 1972 – Tugs on Station.
Article from the South African newspaper “The Argus”, Monday December 4th 1972.
- 20 1976 – Dunlin A tow out. From “Man to Man”.
- 25 1982 – Raising of the *Mary Rose*. Captain Arthur King.
- 28 1987 – Towing *HMS Warrior* from Hartlepool to Portsmouth. Captain Arthur King.
- 31 Name That Tug. From brokerage website “YachtCharterFleet”.
- 34 “Burdon of Command” by James Krouse. “*Superman* and the Whale”.
- 41 1978 – Christos Bitas. “Man to Man”, October 1978
- 44 Name That Tug – The answer.



A View from the Bridge – The Chairman's report.

Well a very busy start to the new year, with the society maintaining a positive financial position, and some positive work by committee members, all of whom I thank for their efforts.

Recent events which are covered in more detail in this edition of ***Bollard Pull*** include the Falklands Commemoration Service and the unveiling of the Blue Heritage Plaque at the old United offices in Nelson Street.

Looking ahead, an event to look out for is the Veterans Weekend at East Park, Hull on the 28th & 29th of July 2018, come along and support your committee, bring your grandkids, it's an excellent day out.

We are also commissioning a plaque with replicas of the Battle Honours received by the *Yorkshireman*, *Irishman* and the *Salvageman* on it. The objective is to get it permanently mounted within the Hull Minster. Our version will have the three Tugs Honours on the same board, this was felt to be the best solution in view of our future objective.

We are also implementing a QR system to be used on all future publications and to arrange a ceramic tile QR to go under the Nelson Street Heritage plaque. This will allow it to be swiped using a phone, that would bring up the potted history of United Towing Company Ltd., and provide a link to the Society website. Hopefully that will encourage membership.

I will shortly be meeting with Malcolm Dunn who has recently taken on the role fronting the Yorkshire Maritime City Project. The purpose of the meeting is to keep the United Towing Company name in the minds of these people, but also to give him an insight in to the Society purpose and achievements to date, and hopefully to gain further support from him in that regard.

The continued support from renewing members is much appreciated by the committee as it ensures the continuation of the society.

Mike Hussey,

Chairman.

Hull Minster, Kingston upon Hull

Falklands War Service of Commemoration

Sunday 29th April 2018



Mark Henderson

In the presence of the Lord Mayor of Kingston upon Hull and
Admiral of the Humber,

The Lord Lieutenant of the East Riding
Major General Julian Thompson, Commander Land Forces,
Falklands War

Sukey Cameron MBE, Falkland Government Representative,
And Falkland Veterans

The Falklands War service, which is held annually in the Hull Minster, was well attended as usual.

The welcome was given by the Revd. Canon Dr. Neil Barnes, Vicar of Hull Minster.

Civic Welcome, from Cllr. John Hewitt, The Lord Mayor of Kingston upon Hull and Admiral of the Humber.

During the service the three United Towing Co. tugs *Yorkshireman*, *Irishman* and *Salvageman* were commended for the work they did during and after the Falkland conflict.

Salvageman's bell was rung to start the Roll of Honour, naming all who lost their lives in the conflict. The bell was then rung in conclusion, followed by two minutes silence.

For the first time, after a lot of negotiation with Hull Maritime Museum by many people, we were able to show the Battle Honours earned by the *Irishman*, *Salvageman* and *Yorkshireman* crews which we are all very proud of. They are kept in Hull Maritime Museum archives.

United Towing & Salvage Society have been given the *Salvageman's* bell by Mr Mike Lacey, UTSS member and former MD of United Towing. We take this opportunity to thank him. Also our thanks to Mr Paul Escreet, UTSS member and Chairman of SMS Towage for all his help and participation.

Nev Gray (Assistant Archivist)

Admiral thanks Hull's crews

HULL: A highly-respected figure in Royal Navy circles has penned an open letter to the people of Hull, thanking the city for the part they played in the 1982 Falklands conflict.

Admiral Alan West, Baron West of Spithead, was last to leave his sinking ship, HMS Ardent, when it was attacked by the Argentine air force. His calm, selfless leadership earned him the Distinguished Service Cross (DSC).

At 2pm on Sunday, April 29, veterans of the conflict will join Falkland islanders, who will make a special visit to the city, at a service of remembrance at Hull Minster.

In his letter, which will be read to the congregation, Admiral West writes: "We should be justifiably proud of the crucial role played by Hull ships and the Royal Naval and Merchant Navy crews who manned them."

Battle honours displayed at the Falklands War Service of Commemoration.



United Towing tugs *Irishman*, *Salvageman*, *Yorkshireman*.



MV Norland, Hull trawlers, The Parachute Regiment.
Salvageman's bell.

Unveiling of the Blue Heritage Plaque outside the Old United Towing Company offices 11 Nelson Street, Hull.

On the 11th May 2018 a blue heritage plaque was unveiled on the front of the offices of Myton Law, the old United Towing Co. office at 11 Nelson Street, Kingston upon Hull.

It explains that for 50 years United Towing operated their ocean-going tugs to most parts of the world, also Coastal and docking tugs from these offices.

Cllr. John Hewitt, The Lord Mayor of Kingston upon Hull and Admiral of the Humber unveiled the plaque, which we as a society wanted to show the contribution that the crews of United Towing Tugs played in the Maritime history of Kingston upon Hull in war and peace.

Prior to the unveiling Mike Hussey (Chairman of UT&SS) gave a short speech and also thanked the Lord Mayor for his attendance. Followed by Mr Paul Escreet (owner of SMS) a former employee of United Towing Co., speaking of his time with the company. Paul by his own admission said he gained a lot of knowledge whilst in their employ.

Myton Law, the company that now owns the building, provided us all with refreshments. May we as a society thank the directors and staff of Myton Law for allowing us to place the plaque on their building, also 2 years ago placing a brass plaque inside the building.

Thanks also to Mr Paul Escreet for all his help and understanding of our dedication towards the history and promotion of United Towing.

Last but certainly not least our chairman Mr Mike Hussey, who spent a lot of his time and effort on acquiring the plaque and the positioning of it. Also UT&SS committee, members and everyone who has helped us get this far, thank you.

Nev Gray (Assistant Archivist UT&SS)



Unveiling of the Blue Heritage Plaque
at 11 Nelson Street, Hull.



The Blue Heritage Plaque

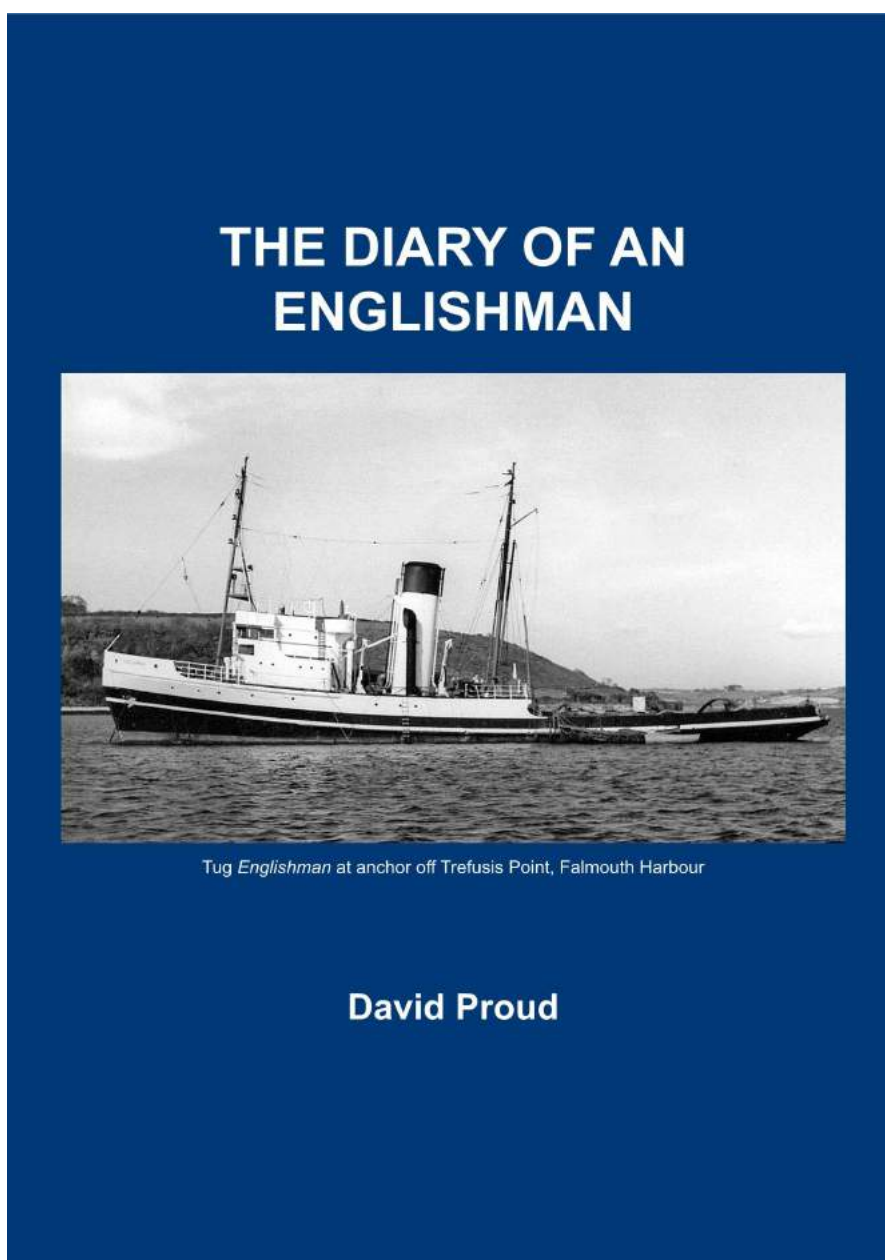
The Diary of an Englishman

Member David Proud has compiled a book about the towing history of Englishman (1947). This book is available now to members only, it will not be sold to the general public at David's request and will therefore not be available on our website.

Anyone interested in having a copy please get in touch with me either by email <eddie@skeckling.karoo.co.uk> or telephone, 01482 899420. The price is £8 per copy with £1.50 postage if required. The book is A4 size with 116 pages.

The society's thanks go to David and all who helped him for all the hard work they've put into researching the content and producing the draft of this book.

Following here are the cover and first four pages, including David's Introduction and Acknowledgements, just to give an example of the content.



Introduction

It all started as someone who had grown up overlooking Falmouth harbour and watched the shipping being manoeuvred around the harbour by the local tugs that a deep interest was born. I recently started to try and put some dates to some old photographs of shipping from the 1950`s and at the same time I started to document my late father`s work diaries which he kept from his time employed as a painter for Silley Cox ship-repairers and later deckhand/fireman for the Falmouth Towage Company. The purpose of his diaries was not to keep a record of shipping movements but being a Yorkshireman was to insure his pay and overtime was correct at the end of the working week.

The National Maritime Museum Cornwall, with its large collection of Lloyds registers, was the starting place. I soon found out that they had an electronic database of shipping arrivals in the port from the local shipping agents CG Foxes & Co and the original Harbour Masters Journals. It was whilst researching these records the name of the tug Englishman cropped up regularly. "The seed was sown".

Falmouth has always had deep connections with tugs, located at the western end of the English Channel, its deep water harbour and repair facilities made it any ideal location to station a deep sea tug to assist a ship that might get into trouble, a well-respected port of refuge. After the war shipping that survived the hostilities was in poor condition, breakdowns and problems were common and as new tonnage came off the builders` slipways this older tonnage later became available to the ship breaking companies. This was good work for the tug owners.

The Turmoil is of course the most famous tug connected with the port of Falmouth with her efforts to try and save the Flying Enterprise; however it was the Englishman that was the one who made Falmouth her second home, a frequent visitor, spending several weeks at a time over many years in the port.

This is a diary of the working life of the Englishman; it is not a 100% record of all of her activities. If you can fill in any of the missing details not covered in this diary or add any other information which you think should be included, please e-mail englishmandiary@gmail.com.

Over the past months this project has developed into something much bigger and better then I originally imaged. The diary has been produced in a book form, but it is a "RESEACH DOCUMENT" never has it been an intention to gain financially or profit from it. I would hope that this record will enhance the efforts of the U.T.S.S (United Towing Salvage Society) of Hull which is preserving the memories and records of all the men and vessels of the former United Towing Company. It is also dedicated to all the crew members of the Englishman during this golden era of British towing, when times and conditions were not easy undertaking such tows, handling heavy long manila ropes and towing off the hook, often in very difficult and dangerous circumstances.

Acknowledgements

I would like to express my gratitude to the many people and organisations who have contributed material, photographs and data to this research document.

Special mention as to be made to the following people:-

Pete Bass, the United Towing Salvage Society (U.T.S.S) archivist, who has provided this project with documents, original and past crew members photographs from the Societies archive material, but mainly provided encouragement with his enthusiasm for this project.

Tony Atkinson for his vast knowledge of shipping in the River Fal and his contacts within the World Ship Society and his ability to identify and solve mystery shipping enquiries.

David Barnicoat for the use of his photographs and articles from his collection of maritime material.

Simon Culliford, extra thanks for his large contribution of editing and producing this excellent document, this would have not been such a professional item without Simon's talent and skill.

Thanks to the following organisations:-

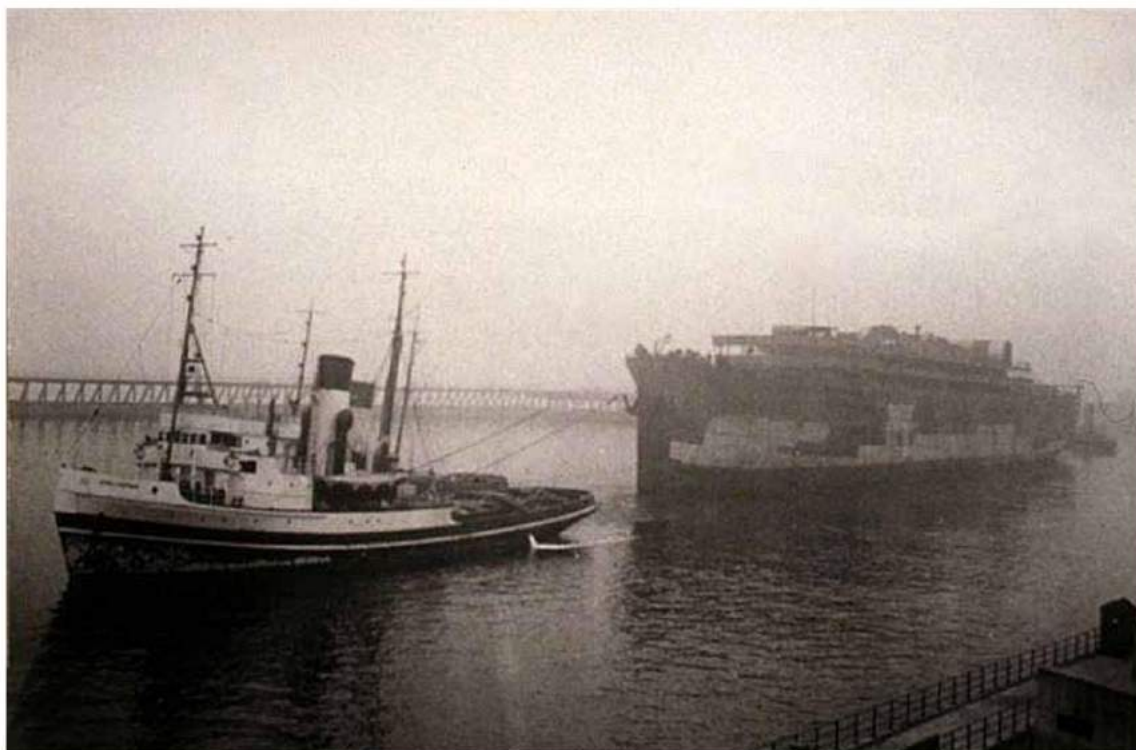
The Bartlet library at The National Maritime Museum Cornwall
Falmouth Municipal library
The Guildhall library London
Southampton Central Library
Mersea Museum
Sea Breezes

Photographs:-

Ownership has been attributed to photographs if known, photographs without are in the public domain and are freely available and it has been impossible to attribute ownership.

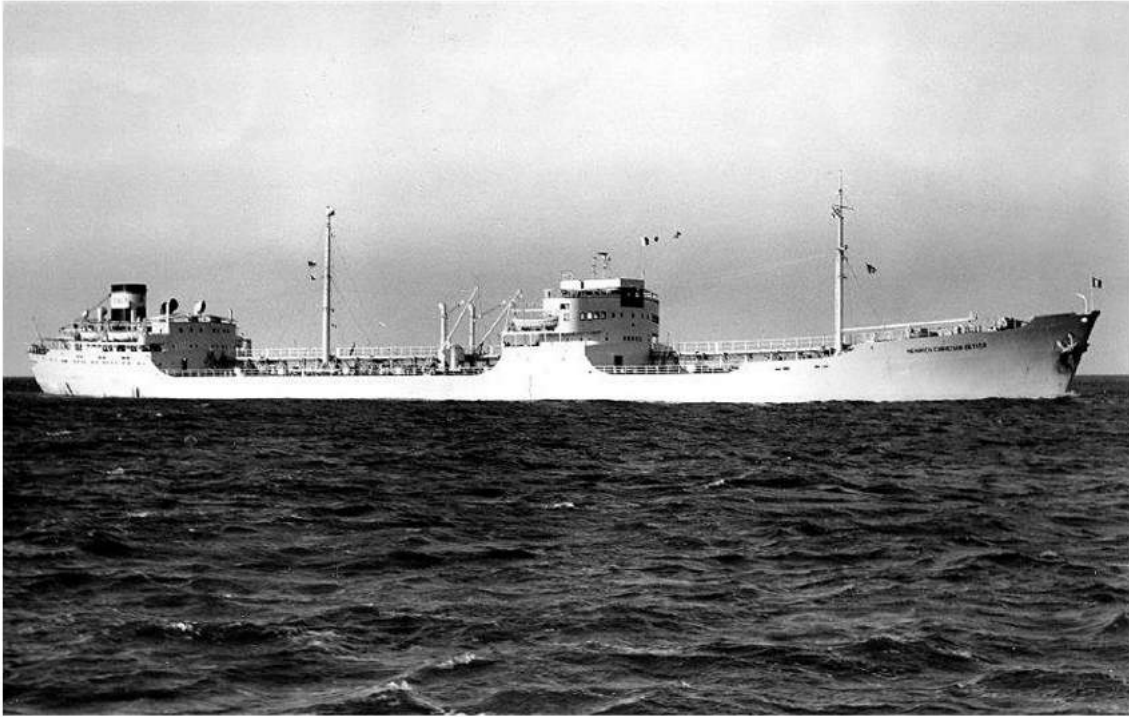
1947

In late July *Englishman* sailed from the River Blackwater towing the former troopship *Westernland* to Blyth for breaking up. The *Westernland* was completed as the *Regina* on 26th October 1918 with one funnel. In August 1920 she went to Belfast where she was completed to her original design with two funnels. 1921 transferred to the Leyland Line. On 2nd March 1922 she undertook her sea trials. 1925 transferred to the White Star Line and in 1929 transferred to the Red Star Line and renamed *Westernland*. February 1935 sold to Atlantic Transport Co Ltd. 1939 sold to Holland America Line. April 1940, when the Germans invaded Holland, she escaped to Britain. On 10th May 1940 she became the HQ ship of the Dutch Government in Exile docked at Falmouth. In July 1940 she was requisitioned for trooping duties and converted at Liverpool. September 1940 took part in the failed operation to take Dakar, Operation Menace, as De Gaulle's Free French HQ ship. November 1942 purchased by the Admiralty and converted into a repair ship. 1943 became a Destroyer Depot Ship. Decommissioned in 1945 and laid up in the River Blackwater. October 1946 she was sold to Christian Salvesen for conversion into a whaling ship but this was abandoned. 15th July 1947 sold to BISCO for breaking up.



Englishman with Westernland arriving Blyth 1st Aug 1947

24th September. *Englishman* arrived in Falmouth light from Hull and sailed on the 25th towing the Norwegian tanker *Vesthav* to Rotterdam, the vessel arrived Falmouth for dry docking on the 9th September and must have had major mechanical issues. (Tim Bond)



Launched on March 11-1941 from Kockums and Laid up in Malmö for the duration of the war. Delivered in August 1945 as *Vesthav* to Skibs-A/S Sydhav (Per Lodding), Oslo. Sold in 1956 to R. A. Oetker, Hamburg, and renamed *Heinrich Christian Oetker* (German flag).

16th November. arrived Falmouth from Liverpool towing barge *MOWT22* which was leaking. Sailed after repairs on the 18th for London with the tow (Tim Bond).

1948

12th January. Arrived in Falmouth light from Genoa and sailed for Dartmouth the following day. (Tim Bond)

18th February. Arrived Falmouth light from Dartmouth and sailed on the 3rd March towing HMS *Delhi* to Newport for breaking up. *Delhi* was a *Danae* class Cruiser built in 1917 and had arrived in the River Fal to lay up on the 31st July 1947 and was delivered for breaking on the 5th March. (Tim Bond)

6th March. Arrives Liverpool from Newport to collect the cargo vessel *Empire Success* for delivery to Barry presumably for breaking up and arriving 10th March. At 5,988 GRT this cargo ship which was built by Vulkan Werke, Hamburg. Completed in 1921 and seized on 8 September 1939 at Durban by the South African Navy. To the South African Government and renamed *Ixia*. Bombed on 30th September 1940 at Peterhead, and damaged. To MoWT, repaired and renamed *Empire Success*. Laid up in January 1948 Uneconomic to repair she was instead loaded with a cargo of obsolete chemical ammunition and scuttled on 22 August 1948 in the Bay of Biscay.



9th TUGBOAT DELIVERED TO SMS TOWAGE

When the directors of SMS Towage in the UK decided that the company needed to add another ASD to its fleet, it was an easy decision to go back to Sanmar Marine in Turkey who had built all the previous eight. Commented Paul Escreet, MD of SMS: “From the arrival of our first in 2011, we were impressed by the quality of the build and by the design of the product. Her performance and ease of handling was exceptional.” The latest addition, named *Pullman*, is of a relatively new Robert Allan Ltd. design commissioned exclusively by Sanmar. Commenting on the design parameters he had set, Ali Gurun of Sanmar said: “The industry is under the challenge of ever tighter cost control and the only way to achieve this is to have more bollard pull in more compact hulls with low operational and maintenance costs. This new design, which is exclusive to us, combines all these attributes”.

Added Escreet, “The acquisition of our first of the Sanmar Sirapinar design is a further chapter in the SMS Towage development. We look forward to her safe arrival in the knowledge that we will have at our disposal the most advanced design of ship handling tugs in the UK.

Pullman measures 22.40m x 10.85m and has an extreme draft of 4.5m. Power is supplied by a pair of Caterpillar C4.4 main engines to Schottel SRP 1012 Azimuthing Rudderpropellers to give 45 tonnes bollard pull.



Other propulsion systems can give the model up to 50 tonnes BP. As standard the Sirapinar Series is fitted with a DMT forward winch, an aft capstan and a tow hook. The accommodation includes two single en suite cabins and two twin berth cabins. The largest independent towage operators in the UK, SMS Towage is a leader in the industry and therefore seeks to provide the very latest designs to support the increasing demands of discerning ship owners and their clientele. As the company expanded, its main focus was to replicate this experience and so began a slow but meaningful process of accumulating additional Sanmar vessels into its fleet. Sanmar is the world’s leading builder of Robert Allan Ltd. designs with figures fast approaching 200, many of which, like the Sirapinar Series, are exclusive to the Turkey-based builder which has two modern custom designed shipyards dedicated to tug construction. (Press Release)

Shooting incident on *Masterman* (1923)

ARRESTED SEAMAN SAYS IT WAS AN ACCIDENT. BULLET WOUND IN HEAD.

Police who were called to the King George Dock, Hull, at midnight on Friday, found John Henry Gibson (21), seriously wounded on the tug *Masterman*. He had a bullet wound in the head.

A sequel to the affair, which is stated to have been due to an accident, was heard at the Hull Police Court today before Alderman G. W. Lilley and Dr. J. Devine when Frank Robson (21), of Brindley Street, another member of the crew of the *Masterman*, was charged with being in unlawful possession of firearms.

REVOLVER THROWN IN DOCK

P. C. Brown said he was called to the King George Dock at 11:55 p.m. and going into the after cabin of the *Masterman*, found Gibson lying on his back with his head on the step of the chief engineer's bunk. There was a bullet wound in his head, from which blood was running freely.

The prisoner was standing by his side. Witness asked "Do you know anything about this?" Prisoner replied "Yes, I did it. It was a pure accident. I thought the revolver was unloaded." He admitted throwing the revolver and ammunition into the dock. Supt. Dobson said there appeared to be no doubt that the affair was an accident.

Questioned by the chairman, P. C. Brown said the wound in Gibson's head was serious. He was likely to be in the infirmary some time.

The magistrates ordered a remand until July 7th and allowed bail of £10.

Hull Daily Mail
Saturday 28th June, 1924.



Masterman 1923

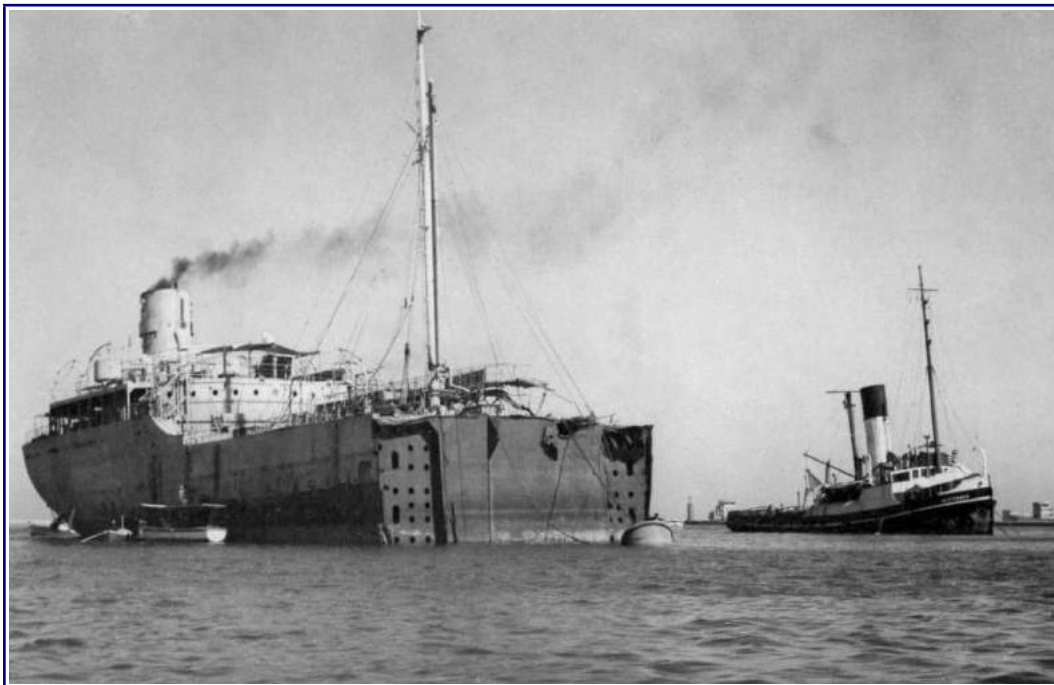
HULL TUGS TOW HALF A SHIP FROM MED. THEN GO BACK FOR OTHER HALF.

Two Hull tugs are now engaged on a difficult towing operation. They have reached the Tyne after bringing half a ship from Gibraltar, and are now going to a North Africa port to tow over the other half.

Ultimately the two sections will be joined by Swan Hunter and Wigham Richardson Ltd. of Wallsend.

The ship in two pieces is the *Thorshøvdi*, a Norwegian cargo steamer of 14,000 tons, which was hit by a German torpedo in the Mediterranean two years ago. The *Thorshøvdi* remained afloat in halves, one half being taken to Gibraltar to be used as a store ship, the other half going to North Africa.

Every praise is due to the Hull tugs *Superman* and *Masterman* for the parts they are now playing in this reconstruction operation. Both tugs belong to the United Towing Company and did fine work with the Naval Rescue Service during the war. The *Superman* is in charge of Captain J. J. S. Cook, while the *Masterman*, is commanded by Captain F. Christian.



Stern of *Thorshøvdi* and *Masterman*.
Photo copyright – Captain Fred Christian collection.

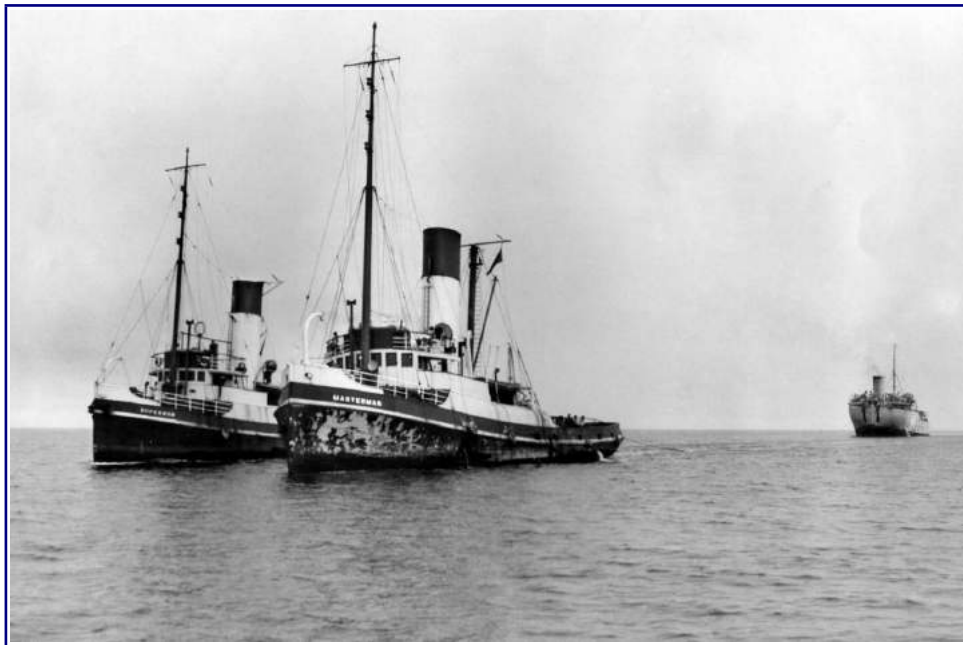
JOB FOR SHIP-SURGEONS.

The two tugs are now handing over the first half of the damaged ship to local tugs, but it will be impossible to get right up the Tyne until the masts of the *Thorshøvdi* are cut. After refuelling, the Hull tugs will put to sea again and it is expected that the job will be completed in about three weeks' time.

It will take several months of work to knit the two halves of the Norwegian steamer together again, and then it will reappear in commission, a tribute to those who towed it, and to the work of expert ship surgeons.

Tuesday 28th May, 1946.

Hull Daily Mail.



Superman and Masterman towing the stern of Thorshøvdi.
Photo copyright – Captain Fred Christian collection.



Thorshøvdi as built and after being damaged in Gibraltar.
Copyright N. Sørensen

**An article from the South African newspaper "The Argus".
Monday December 4th 1972.**

TUGS ON STATION

Salvage tugs are mechanical vultures of the sea. And Durban, being the ideal perch, left vacant by the *Euroman* and *Albatross*, now on the treacherous East Coast, has been "occupied" by the Dutch tug *Zwarte Zee*.

Although steaming from the Seychelles to be the first tug to the aid of the stricken *Gallant Colocotronis*, the *Zwarte Zee* found shortly after arrival on the scene that she had just lost out to the British tug *Euroman* which was contracted for the tow. She then went to Durban to take up temporary station.

Captain Peter Tange, master of the 10-year-old tug, said he did not know how long the *Zwarte Zee* would be based here as the only permanent stations for his company, Smit International Towage & Salvage, were in the Persian Gulf and Singapore. "We'll stay here for the time being," the 50-year-old Master said. "We don't have a permanent station, only temporary depending on towage work. Our last station was in the Seychelles which was quite good."

Captain Tange said he liked the Seychelles, even though he had not had time to go ashore, because they were centrally located in the Indian Ocean without any real competition about. "Durban is good because of the dangerous coast," he said, "but usually the *Euroman* is stationed here and the *Arctic* in Cape Town. Out there we are on our own most of the time."

He admitted that Durban was a better "rough weather" port to operate from, but added that most of the work centred on engine breakdowns which could happen anywhere.

The *Zwarte Zee* is the biggest tug in the company. However, she is not the most powerful with her 9,000 bhp and 17 knot speed. There are three newer vessels, a bit smaller, but with engineering plants pushing 11,000 bhp.



Zwarte Zee 1962

Tow out of *Dunlin A* platform from Norway to the North Sea. From “Man to Man”.

Dunlin Day - 5th of June 1977

At 20.00 hours on Sunday, 5th June, about 30 hours behind schedule due to an unfavourable weather forecast and some problems with the moorings securing the platform, the *Dunlin ‘A’* finally began its long awaited journey to location. Just five days later, during the early hours of Friday, 10th, the platform had been safely placed in position in the Dunlin field and the fleet of six ocean-going tugs dismissed to go about their business elsewhere.



The ‘Big One’! Tow out of Andoc Production platform.
From left to right, *Guardisman*, *Linesman* (*Tempest and Typhoon* of Bureau Wljsmuller) *Winchman* and *Serviceman*.

***Dunlin A* platform.**

The platform.

Owners *Dunlin ‘A’* Platform.

Shell UK Exploration and Production acting as operators on behalf of a four-company consortium.

Main Contractors.

ANDOC (Anglo Dutch Offshore Concrete) a seven-company consortium of British and Dutch origins.

Main subcontractor for deep water construction.

Aker Group of Norway.

The tow.

Consultants for ANDOC and Underwriters.
Noble Denton & Associates.

Project Manager.
Captain Tony Oakley.

Towing Companies involved.
United Towing (Joint company tugs), Bureau Wijsmuller, Neptun Salvage.

Towmaster.
Captain Norman Storey, United Towing.

Assistant Towmasters.
Captain Peter Holme, United Towing. Captain Harry Hopman, Wijsmuller.

Stand-by Towmaster.
Captain Steve Mathews, United Towing.

Weighing 420,000 tonnes during tow-out, the *Dunlin* 'A' platform will operate in waters deeper than any yet built. It is to serve as a combined drilling and production platform with a capacity to drill 48 wells. This requires a 4,500 sq. metre deck designed to carry 20,000 tons vertical load, an 800,000 barrel storage capacity and both foundations and structural design to cope with the high loadings of wind and waves (up to 30 metres) in 151-metre depth waters.

The platform consists of a steel box girder deck with floored-in spaces in between which is carried by four 140 metre high columns of which the top 30 metres are steel.

A concentrated five days of activity that was only made possible by many months of meticulous planning on behalf of the platform owners, main contractors, underwriters, consultants, and towing managers. And after the gradually mounting excitements, the start of the tow was a lot less spectacular than many would imagine. Frustrating delays seemed to be swept aside as the last two or three tugs connected up quickly and smoothly — and suddenly the *Dunlin* 'A' was under way.

How they lined up.

At the centre of the six leading vessels was the squat and powerful outlines of the Wijsmuller tugs *Tempest* and *Typhoon*, flanked to starboard by the slimmer silhouettes of *Guardman* and *Serviceman*, with *Winchman* and *Linesman* pulling hard on the port wing. Just a short line of flotation buoys to keep the towing wires buoyant before the massive hulk of the platform loomed high above the flotilla, looking in the uncertain light remarkably like a gigantic four-legged piano stool.

From the control room perched 250-feet aloft on the platform the voice of towmaster Captain Norman Storey issues unhurried instructions to tug masters. Rather more hurriedly, the sheerlegs barge, the assisting harbour tugs and the small service boats scamper for shore, carrying with them the personnel whose jobs are over as far as this tow is concerned. For masters and crews on the tugs, the technicians, engineers, and consultants on the platform, the job is just beginning.

Nice and easy does it.

For the first few hours the tow proceeds with caution as everyone involved with manoeuvring gets the feel of how ‘the real animal’ will behave as opposed to a simulated enactment. Two days before all tug masters had attended a final and thorough briefing at a hotel in Lerwick so that there would be no doubt about procedures.

The next morning, Monday, 6th June, Dunlin Day plus one; the weather is wet and squally with low scudding clouds obscuring the dramatic backcloth of mountains and fjords. By 12 noon the platform is slowly ballasting down as it approaches one of the areas where great caution is necessary, the steep half-mile channel between the islands of Stord and Tysnesoy where a cluster of electricity cables span the fjord.

Part of Brent system.

The deck itself has a double function: it carries the equipment and is also part of the portal frame construction formed by columns and deck. Similarly, the columns have two functions: structural as housing for pumps, vessels, and pipe systems and also to ensure buoyancy and stability during the floating construction and transportation stages.

The caisson is basically a combination of the foundation floor with a storage tank and it is also vital to the floating stability of the structure.

The Dunlin Field will form part of the Brent system which links five fields in the area where two thirds of the United Kingdom’s proven oil reserves lie to the north-east of Scotland. The system is named after the Shell/Esso Brent field, Britain’s biggest offshore oil discovery which, when in full production, will be capable of producing 25 million tonnes of oil and gas liquids a year. It lies 110 miles north-east of Shetland.

Anyone watching the *Dunlin* ‘A’ tow from shore as it passed down Langenuen fjord might have been puzzled by the sight of the two Swedish tugs *Neptun* and *Poseidon* on the stern wires pulling gamely but hopelessly in the opposite direction to the combined might of United Towing and Wijsmuller. The result was that they were dragged slowly but inexorably stern first down the fjord in the wake of the platform. This, of course, was all part of the plan, *Neptun* and *Poseidon* being positioned in this mode to add stability to the structure and to assist in braking and manoeuvring.

Once in open sea the towmaster was able to order the two stern tugs to disconnect after a good job well done.

Man to Man 1977.



Neptun & Poseidon on the brakes.



Photos courtesy of Eric Johnson



A 3D image of *Dunlin A* showing the extensive underwater construction, not seen on the sea level photos.

The platform started production in 1978 with an expected lifespan of 25 years, production actually finished on 15th June 2015, an operating lifespan of 37 years.

De-commissioning of the platform began in 2016 and at the time of this magazine is still progressing.

**Raising of King Henry VIII's Flagship 'Mary Rose'.
By Captain Arthur King.
1982**



My involvement with above commenced a year before she was lifted.

I was Marine Superintendent for the Alexandra Towing Company of Liverpool, responsible for the Thames, Gravesend, Felixstowe, Medway, Southampton, and Swansea. One year before lifting it was reported by the Mary Rose Trust, (Mrs Margaret Rule) that after a long search divers had located the wreck, and that they would lift the vessel, which was off Portsmouth in the Solent.

The Trust contacted our Chairman (Mr Henry Bickett) for someone to represent A.T.C.L. as there was to be a meeting of all concerned. I was nominated, there was a considerable amount of meetings to determine the best way to recover the ship as it was laid on its side and covered in mud and sand.

A team of divers were employed by the trust as there was a lot of work to be done in preparation to lift her, my role prior to the lift was to source and prepare the barge which would be used to transport the wreck into Portsmouth.

I had the barge delivered to Marshwood to prepare for the lift, as I had to mark on the deck the precise positioning of lifting frame (which was being made by a Gravesend company). It was necessary to position on deck as accurate as possible, as the wreck would look like a shipbuilders model and laid on her side in its frame.

The big day arrived with the arrival of the lifting barge and a divers support vessel. I had the barge towed out from Southampton to the site ready for the lift, the frame had been placed in position on the sea bed, all we wanted was a good forecast. Prince Charles in his wisdom said the lift must go ahead as there was such a lot of people who would be disappointed if we had to postpone it.

The Solent in the area was covered with boats of every description, and along the foreshore were thousands of people waiting to see the wreck.

The lifting craft was given the go ahead to commence by Margaret Rule. I held the barge away until I could see the frame begin to clear the water, when the frame with wreck were clear I, with the assistance of the two tugs from Southampton, placed the barge directly under the raised frame and wreck and securely moored to the lifting barge. I then instructed the barge captain to commence lowering. I had marked out the position I wanted the frame to sit on. The frame was lifted by four 8 inch rope slings attached to the crane's hook.

I was satisfied that the frame was sat square, and we started to fix in position using wire slings and bottle screws, all were completed when one of the ropes holding the lifting frame collapsed. As we were now secure it did not matter, however Margaret Rule and I were under it at the time, it took 10 years off our lives!

We then connected the two tugs and proceeded into Portsmouth late afternoon. The crowds were still on the foreshore, by this time it was getting dark, the crowds could see the ship in the cradle and the nearer we approached the entrance to Portsmouth the louder the cheering became, from the Gosport side too.

I positioned the barge on a naval mooring buoy for the night.

The next morning two dockyard tugs took us to the inner dock where we were to go into the drydock.

I handed over to the riggers who had the job of docking her on the barge, which was going to form the basis for viewing.

I would suggest anyone interested should see the vessel in Portsmouth.

I apologise for any mistakes. My memory after nearly 40 years is not so good, but I think you would get the general idea.

Captain Arthur King



Photo copyright The Mary Rose Trust.



Photo copyright The Mary Rose Trust.



Lifting cradle on the barge.
Photo copyright Arthur King.

1987 Towage of *HMS Warrior* from Hartlepool to Portsmouth.

Transcription of a letter dated 25th February 2017 from Captain Arthur King who, as AKA Maritime in 1987, was in charge of the tow from Hartlepool to Portsmouth and of connecting the Moorings.



Figurehead of *HMS Warrior*.
Photo from *HMS Warrior* website.

Dear Sirs,

As requested, a brief look into the voyage of "*HMS Warrior 1860*", from Hartlepool to Portsmouth by Captain Arthur King of AKA Maritime, Marine Specialists.

I had doubts of us ever leaving Hartlepool as we were in the lock ready to depart when she was stuck in the mud over the sills. At 10 minutes to High Water I instructed the forward tug "*Formidable*" to use maximum power. We then started to move very slowly and eventually gained deep water outside the lock. Much to the Dock Master's and my relief.

During the night when NE of Whitby the ship was doing a little rolling and loud banging was heard from below decks. On inspection we found that the Main Engine cylinders had not been secured and were crashing in and out each time she rolled. I had the tug alter course putting the swell, which was minor, off the quarter which gave the chance to secure each cylinder.

When completed we resumed course, peace and quiet. We proceeded at maximum towing speed and made a good passage to the Southern North Sea.

The weather was now fine and the sea calm. One of the crew informed me Mr John Wells could not be found, so I instigated a full search of the ship from top to bottom and without success. We found

that the small door at the base of the main mast had been opened, so I sent the smallest crew member up inside to see if he could see anything. When he arrived at the exit door, near the main yard, he found John sat enjoying the view.

The following morning, near the East Goodwin Light Vessel, shipping was closing to take a look and through the Dover Strait the traffic intensified. I requested the tug towing, “*Formidable*” to broadcast that we were under tow as some of the shipping were not taking notice of our signals.

We continued West and eventually arrived off the Nab Tower in the dark of the following night. We waited there for daylight and a pilot, who arrived when the tide was changing to the flood. We then commenced inward slowly to enter at Slack High Water.

As we closed Southsea we could see hundreds of people watching our approach and waving, just as they did with the “*Mary Rose*” earlier. As we entered the approach to Portsmouth, I had to instruct both tugs to use their fire monitors to dissuade small boats from coming too close. As we entered the port there were lots of sightseers on both sides. We then proceeded to moor on the jetty provided.

The rest is history because that is when the hard work started, to put “*Warrior*” on her present moorings.

Yours Sincerely
Capt. Arthur King



HMS Warrior arriving at Portsmouth in June 1987.
Photo from *HMS Warrior* website.



HMS Warrior arriving at Portsmouth in June 1987.
Photos copyright Arthur King.

Name that tug!

Details taken from a yacht brokers website, can you identify the United Towing tug?

BULLY

Forget all you know about converted tugs and discover *BULLY*.

BULLY is a unique jewel, relaunched after a 3-year refit where not a screw remained untouched.

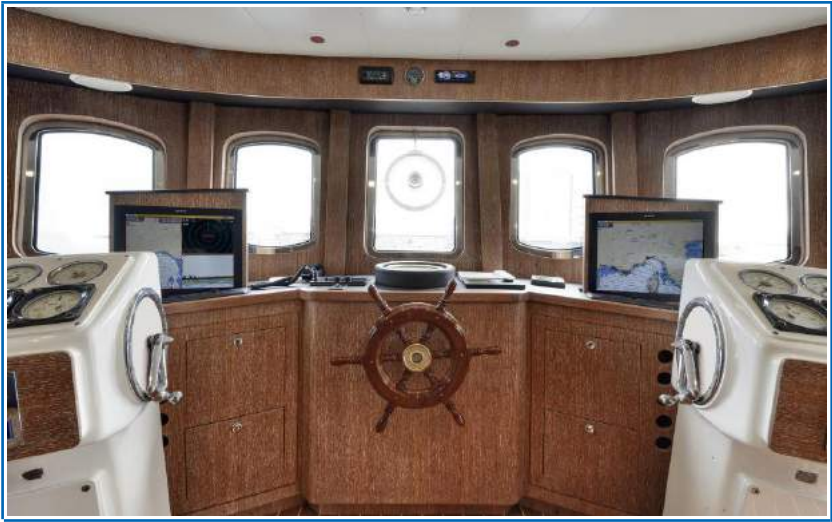
BULLY is a strong and spacious little ship, with an elegant yet cozy interior. The conversion included a superstructure extension and a total bulkhead refit, new furnishings, complete paint job, new teak decks, main generator replacement, new air conditioning system, new electrical units and much more. Now ready for her new Owner who takes pride in her character and the many joys *BULLY* has to offer.

A perfect opportunity to acquire a unique yacht with a fabulously chic interior.

Yours for only **Euros 4,500,000.**



Sumptuous interior, just as you'd remember with United.



A spacious and well equipped bridge.



Do you remember working this aft deck?



A comfy bed to relax in after a long day towing!



Any ideas yet?
See an original “as built” photo on page 44

“Burdon of Command” by James Krouse
The story of *USS Partridge*,



USS Partridge

Prologue: *Superman* and the Whale

On June 12, 1944, a British tugboat named *Superman* plied through the dark waters of the English Channel. The tug was barely a mile off Omaha beach, where the fighting was still heavy a week after Allied forces landed there in an epic battle for Europe later crystallized in popular history as D-Day. The *HMRT Superman*, a Royal Navy rescue tug, was far from her normal coastal duties and not built for the combat mission to which she was assigned. The tug, built in 1933 as a private vessel, was requisitioned by the British Admiralty in 1939. She was part of Task Force 128. TF128 was a hodgepodge flotilla of civilian and military craft with a mission so daunting not even the German High Command considered it a realistic threat. TF 128 was to create an artificial harbor off the beaches of Normandy. *Superman*'s mission orders, taken from the task force war diary, reveal the challenges:

“Task Force 128 will install GOOSEBERRY No. 1 off Beach UTAH and MULBERRY “A” and GOOSEBERRY No. 2 off Beach OMAHA in order to provide shelter for small craft at both beaches by D plus 2 and insure delivery of 5000 tons of stores per day over beach OMAHA during severe sea and weather conditions after MULBERRY is completed, approximately D plus 18”.

GOOSEBERRY was the codename for the line of sunken ships that would create a break wall to protect the beaches. MULBERRY was codename for a series of pontoon roadways and sunken caissons that would support the trucks, tanks, and men unloaded from larger ships. Building a protected harbor in the rough seas would be a daunting task on its own - doing it under enemy fire in 18 days was unimaginable.

Superman was one of the many tugs struggling to position the Gooseberry ships and assemble the piers.



HMRT Superman circa 1940

German small arms fire plus artillery zeroed in on the tugs and other Navy vessels as they operated near the shore and nightly air raids made the entire task both harrowing and exhausting.

A German counter-attack was still entirely possible, yet news reports in the U.S. and Britain, broadcast over ships' PA systems, already celebrated success. According to these reports, a defeated German army was falling back from the surprise attack and victory was at hand.

Soldiers and sailors could only shake their heads as the reports were belied by artillery shells falling in the waters off Normandy and fierce resistance on land. Everyone involved in TF 128 knew the truth: if they were succeeding it was by the skin of their teeth. A massive influx of equipment and men was needed to sustain the foothold in France and precious little time remained before the Germans would push the entire operation back into the sea.

Now six days after the landing (D-Day +6), the floating roadways named Whales as well as the massive concrete caissons called Phoenix Units were slated to arrive in the waters off France. But some of the Whales did not arrive. *Superman* was about to find out why.



Whale units assembled off Normandy

What the crew of the *Superman* spotted on June 12 would have appeared odd to anyone unfamiliar with the plans to build an artificial harbor. It looked like a span of a suspension railroad bridge adrift at sea. In fact, it was Whale Tow 528, one of the floating spans of roadway for Operation Mulberry. But the ship responsible for delivering it, the *USS Partridge*, was nowhere to be seen.

Superman signalled the unit and, after receiving no reply, approached cautiously. Closer to the structure was a grim hint of what had happened. An oil slick spread across the sea along with floating debris. Mooring alongside the unit, several of the crew boarded and found evidence of the *Partridge's* fate. Clothing, lifejackets, shoes, and other personal effects were scattered about the bridge. A tent, used by a two-man anti-aircraft crew as shelter while crossing the English Channel, stood empty and stained with blood. Blood also covered the deck, mixing with the debris and salt spray. None of the crew were found.

It was clear that the *Partridge* was lost from a torpedo, a mine, or even an air strike. But what happened to the men aboard? Had they been rescued? Captured? Or had they, too, vanished beneath the waves?

There wasn't time to speculate. The *Superman* rigged Whale Tow 528 and began to tow the bridge into shore, leaving behind only a stain of oil on the surface of the Channel waters.

Two months earlier, in April 1944, two US Navy officers boarded a train outside the dry docks in Tilbury, England, bound for London. They were a nondescript pair joining a sea of American soldiers and sailors that had flooded into Britain, mostly in the last year. They were from the US Navy Minesweeper and Fleet Tug *USS Partridge*.

Although these were extraordinary times, this was an ordinary journey.



Ensign Mike Rich of the *USS Partridge*

Their trip to London was one travelled by many of those who went to receive carefully guarded orders from the Admiralty headquarters to carry by hand back to their ships. However, Boatswain Joe Cooney and Ensign Michael B. Rich were about to set into motion a series of events altering their own lives and careers, as well as those of their crew-mates and the skipper of their ship.

When they walked through the door of the operation command office, they began a conversation highly unusual for the normally staid Naval bureaucracy, an organization that strictly adheres, even today, to chain of command for even the most minor interactions.

The talk between two low-ranking reserve officers and a higher-ranking regular Navy officer was unusually candid. It centred on the Navy's code of honor, loyalty, regulations, courage, and competence at sea.

The invasion of Normandy was just two months away, and while Cooney and Rich would have not been aware of the larger detailed plans of Operation Mulberry and the part their ship was to play in it, they knew what nearly everyone on the island knew: something big was coming. With a build-up of over 5,000 ships and nearly 2 million soldiers and sailors in Britain, it was hard to miss.

The *Partridge*, a lapwing class minesweeper, had recently been assigned to the 11th Amphibious Force serving directly under the Commander of Landing Craft and Bases. Having sailed to Britain after serving in the U-boat infested waters of the Caribbean, where she had distinguished herself salvaging torpedoed cargo ships and tankers, the *Partridge* became a part of the build-up to

Operation Neptune, the Naval component to the D-Day invasion. Specifically, the *Partridge* served as part of the fleet of civilian and military vessels needed to move massive concrete caissons (Phoenix Units) and floating roadways (Whales) and even obsolete battleships and cargo vessels (Gooseberries) across the English Channel. Once there, under enemy fire, the Mulberries and Gooseberries would be sunk to form a protective break-wall and the Whales assembled with piers to form a fully operational harbor off the sandy beaches of Normandy.

This bold engineering endeavor ensured a steady stream of men and equipment could push further inland, preventing the invading force from being driven back into the sea. In the preceding months, the *Partridge* had participated in exercises towing massive Phoenix units, some as large as a seven-story building, sinking them, and floating them again rehearsing an operation that would, overnight, create an artificial harbor to feed the largest amphibious landing ever attempted.

The men of the *Partridge* were about to face conditions that would test a crew under the best command. When Cooney and Rich boarded the train to London, their anticipation about the coming invasion was colored by the last five tumultuous months aboard the *Partridge*. But they had no expectations that anyone would care or even notice what had been going on aboard their ship.

Josef Conrad wrote in his short dedication to *Command at Sea*: “A ship at sea is a different world in herself and in consideration of the protracted and distant operations of the fleet units, the Navy must place great power, responsibility, and trust in the hands of those leaders chosen for command.” It was unlikely that all that power, responsibility, and trust would be overridden by a couple of reserve officers least of all when captains and admirals were busy planning for the invasion of Europe.

There are really two stories of the disappearance of the *USS Partridge*: one in a violent incident off Omaha Beach and a second time in the historical memory. For the few men of the *Partridge* still alive today and when this book was written, its violent end and the loss of so many crewmates still looms large; it is their war story and they are able to recount minute by minute what they saw and felt that night. Yet, there is an all but forgotten story that unfolded five months prior to the sinking that links the ship and her crew to one of the more famous depictions of the US Navy in World War II: [*The Caine Mutiny*](#).



Humphrey Bogart as Captain Queeg in the film
The Caine Mutiny (1954)

The moral dilemma at the center of Herman Wouk's 1952 novel is whether subordinates can be held culpable for questioning the faults of leadership. Written at a time when leaders, no matter how flawed, were widely seen as indispensable for the victory against a powerful enemy, *Caine* supports the idea that an incompetent, paranoid, and perhaps even mentally ill captain could still succeed in command with the full support of his crew; the wisdom of Naval bureaucracy simply would not allow command at sea to fail.

The *Caine* and the *Partridge* sail in parallel worlds: one through a fictional world based on the war and the other through the actual war reflected in so many fictional accounts. Both were minesweepers. Both were small, dilapidated ships built for another purpose in another war. Both had dedicated, skilled crews who were far removed from the formal societies of battleships and aircraft carriers. Both had captains that exhibited paranoia, isolating themselves from officers, distrusting advice, and guiding their ships to near disaster at sea. Both had crews that fed their Captain's paranoia, sending their commanders into a downward spiral.



My grandfather Thurman (George) Krouse seated next to my grandmother Doris Krouse. With Don Wampler (far left) and Tim Donovan.

The photo was taken in Norfolk just prior to shipping out for England.

My grandfather served aboard the *Partridge*, as a gunners mate. He would often talk about his time in the Navy as we floated small wooden boats built in his workshop down the Antietam Creek near his home in Chewsville, Maryland. The blue waters of the Caribbean where dolphins passed through glowing algae and submarines lurked blended together with the night the ship sank. It simply sank; vanished beneath the waves. My grandfather stepped off into the water and swam to a floating bridge until a Canadian ship rescued him like some sort of nautical Mounties.

It was a version of the war for a child and didn't include the many horrors that contributed to his combat fatigue and years of screaming nightmares. Like many men of his generation, these were memories best left in the past. The Antietam Creek itself had once flowed with blood through one of the most horrific battles of the Civil War. Now there were only toy boats and grandchildren. True memories of war were best muted, blunted, or altogether forgotten.

But there were also war stories of an altogether different stripe. Tales of a captain gone mad and a parallel story to a book called *The Caine Mutiny*. The idea of truth behind fiction is tantalizing, but, for all the similarities between the two stories, it is their differences that are most intriguing.

My grandfather died in 1988 with Alzheimer's disease robbing him of his ability to speak for almost 8 years – our chance for an adult conversation about the war was never possible. Interviewing his shipmates as an adult revealed the true violence behind the sinking of the *Partridge* and details on the ship's *Caine*-like history and raised important questions about perspectives and judgments in history. If the *Caine*'s story were told in the pages of a novel, where would the *Partridge*'s story be told? If Wouk judged the officers and crew of the *Caine* harshly for their actions, what was the verdict on the *Partridge* and her crew? If Wouk had a voice on the matter, what about the voices of Joe Cooney, Mike Rich and the rest of the crew?

Wouk's novel ends with a wistful melancholy as the *Caine* is scrapped after the war. Willie Keith, the central protagonist, looks back on his youthful folly that contributed to the mutiny and marvels at how the war has changed him. Many of the central players in the *Partridge*'s story were killed or severely injured shortly after their captain was relieved of command. Their story has never been told. Their perspectives have never been added to the literary and historical discussion about the nature of command at sea.

Many sailors over the years who served under a tyrannical command claim their ship as the *Caine*'s model. Wouk has denied all of these claims, stating emphatically that *Caine* is based only on various stories he heard and experiences he had during the war.

In reply to a query from my father in 1972 Wouk wrote:

“Many people over the years have told me of ‘Caine’ situation on their vessels. Perhaps this universality was a reason for the book's acceptance. In any case I know nothing about such events on the *USS Partridge*.”

Thirty-six years later, Wouk's literary agent sent me a much shorter note:

“Herman Wouk has no knowledge of events on *USS Partridge*.”

Still, minesweepers from WWI, collisions at sea, cut tow lines, a crew saving their ship, and a crisis in command– these shared elements between the *Partridge* and the *Caine* are far from universal.

Ultimately, though, these tantalizing clues aren't the lynchpins of the story of the *Partridge*. The “real” [*Bridge on the River Kwai*](#) was actually hundreds of bridges built by Allied POWs – some under more difficult and dangerous circumstances. The “real” *Band of Brothers* has been supplemented by Major Dick Winters who wrote [*Beyond Band of Brothers: The War Memoirs of Major Dick Winters*](#), providing details apparently left out of Stephen Ambrose's work. “Real” war stories are often more complicated than fiction, showing the twisted path that often leads from conflict to courage.

This is the story of the *USS Partridge*, her crew and commanders, and the part she played in the war fought in the Atlantic and off the coast of Normandy. It's a story of violence, courage, camaraderie, and the topsy-turvy world of military justice. It is a true story, and an untold story from a time and place that has profoundly shaped how we measure heroism, sacrifice, and honor. It is a story that still resonates today, many years after the *Superman* left the oily spot in the ocean and the last traces of the little minesweeper dissipated beneath the waves.



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October 1978, an article from “Man to Man”.

Guardsman & Christos Bitas.

As all the world now knows, the *Christos Bitas* is no more. At 15:40 hours on 31st October the tanker finally went down in 2,600 fathoms of water, some 300 miles west of Fastnet. Her planned disappearance under the Atlantic rollers signalled the end of a brief but unique chapter in United Towing history, and indeed that of British maritime salvage.

First alarms were sounded on Thursday, 12th October, when the ship, bound for Belfast with 35,000 tons of heavy crude oil in her tanks, hit the Hats and Barrels rocks east of the Smalls lighthouse. News of the incident began to trickle through just after 16:00 hours. It was foggy at the time.

Before a full enquiry has taken place it would be wrong to enter into speculation, yet one obvious fact emerges, the ship was well off course and out of the allocated sea lane. To describe in detail the events leading up to the tanker’s sinking would require a report many pages long, but some of the more interesting aspects can be briefly dealt with here. For example, commercial, legal and legislative procedures influencing the direction of the salvage operation were very complex.

Here was a Greek-owned tanker, insured in America, chartered to a British oil company which is part Government owned, handled by London-based agents, en route from a Dutch port, when it hit rocks and became immobilised halfway between the Welsh and Irish coasts.



Photo from *Guardsman*. Courtesy of Allan Wild.

It was against this background that our salvage tug *Guardsman* put a line aboard on the morning of the 13th, with the signing of Lloyds’ Standard Form completed by noon that same day. Our first official request to both British and Irish Governments was to ask for a safe port of refuge where the tanker could be towed for offloading of cargo and temporary repairs. The response of the Irish Government was prompt, predictable and understandable. There was no port in southern Ireland capable of handling a casualty of this sort. A reply from Whitehall took rather longer, but when it

did come the Department of Trade requested we hold the *Christos Bitas* on position and state our intentions.

By 7 o'clock in the evening further communications with the Department revealed that the Government was intervening officially under Section 12 of the Prevention of Oil Pollution Act, 1971. This action was felt to be necessary in view of the grave and imminent danger of oil pollution. Such powers had never before been invoked, so United Towing found itself in an unprecedented situation, having a Lloyd's Form to fulfil when under the direction of the Department of Trade.

Whilst this was going on, the cargo owners had not been idle. A marine superintendent from B.P. Tankers was landed on the *Christos Bitas* a few hours before a representative from our Marine Services company transferred aboard from the *Lady Theresa*. This was on the morning of the 13th October. At the time the tanker had a 14° starboard list, her bow was under water, and she looked very sick indeed.

Transfer at sea.

Following a hurriedly convened meeting in London that same morning, the consensus of opinion among the many interested parties was that the best chance of preventing further pollution and possible danger to life lay in transferring the tanker's cargo into lightening vessels whilst still at sea. The long range weather forecast indicated that the chances of success were reasonable.

Although this was not necessarily the decision which we as salvors would have taken independently, we were acting under Government directive towards a common goal, that of saving the ship and preventing any further oil pollution. Although not dictating on-the-spot tactics, the Department of Trade was clearly controlling overall strategy. This being the case, our duty was plain, to co-operate to the best of our ability and get on with the job in hand. The major difficulty lay in trying to discover by laborious trial and error methods which of the casualty's 30 cargo tanks were sound and which were open to the sea. Without this vital knowledge, any transfer of oil could be dangerous, making the situation worse rather than better. But working closely with experts from B.P. Tankers, the United Towing salvage party gradually put the jigsaw together. Just before midnight on the 14th the first oil was pumped off the *Christos Bitas* into the *Esso York*.



British Dragoon alongside transferring oil.
Yorkshireman and Lady Theresa attending.

The days which followed saw the situation improving all the time, with the bulk of the oil being steadily transferred to B.P.'s own tanker, *British Dragoon*, *Esso York* having left the scene by this time. *Guardsman* was maintaining her tow and *Yorkshireman* and *Lady Theresa* were standing by to move in and assist as and when required.

A westerly gale interrupted proceedings on the 17th and 18th October. By this stage, however, *Christos Bitas* was in good enough shape to ride it out. On the 22nd all but the remnants of the tanker's cargo had been removed, and the *British Dragoon* departed, taking with her the B.P. personnel.

The major pollution risk gone, attention now focussed on the damaged tanker and what should be done with it. A diving survey was called for in an attempt to ascertain the extent of the underwater damage and the tanker's fitness to enter port for gas freeing and repairs. United Towing still felt that this course of action involved only minimal danger, no more for instance than that experienced with any other tanker in a lightened condition.

Two attempts at a diving survey were made, but results were inconclusive, owing to the extreme conditions of turbulence in which the divers were forced to work. It was generally felt that the *Christos Bitas* was not as badly holed as thought likely at one stage.

Decisions now were hard to make. As salvors we were conscious of an obligation to deliver the ship to owners in good shape, in order to satisfy contractual obligations. The owners were aware of potentially heavy costs in gas freeing, cleaning and repairing this 15-year old tanker. No obvious choice regarding a port of refuge had presented itself. British and Irish Governments remained sensitive to a whole spectrum of opinion which waited on full alert to punish a wrong move.

At the end of the day it was economic factors which helped to determine the casualty's fate. After the sums had been done, it became clear that it would cost more to gas free and clean the ship than its total current worth. The decision to sink in deep Atlantic water was confirmed.

Final destination

All valuable and salvable equipment was hurriedly taken off the casualty and transferred to support vessels. By the evening of 26th October, *Guardsman* was towing *Christos Bitas* to its final destination, escorted by *Yorkshireman*, and with both Irish and British naval ships in attendance. At first all was well, but by October 31st the flotilla was running into foul weather. *Christos Bitas* was listing to starboard, towing speed was down to two knots, and winds up to Storm Force 11 were forecast.

After joint consultations between the salvage master, naval experts on the spot, and British and Irish Governments, it was agreed to sink *Christos Bitas* in a controlled and pre-determined fashion before nature intervened with possibly disastrous consequences.

She slid under the surface at 15:40 hours on the 31st, and ironically, the last part to disappear beneath the waves was the same bow section which had been submerged during all those early critical days of the operation. The oil slick which *Christos Bitas* left behind extended no more than a few hundred feet in any direction.

Man to Man, October 1978.

Name that tug!

I remember it well! *Motorman* 1965.



1971 - Six months with Captain Phil Goldsborough, Mate John Rossington, myself as Deckhand and two engineers whose names I unfortunately forget.

Eddie



As *Anglianman* 1983 (Klyne Tugs, Lowestoft)



As *ETA* 1989 (Colne Shipping, Lowestoft)