



Some Ships that docked at Tuckenhay

Graham Hawkins

From the late C18 to the mid-C20, Tuckenhay was a thriving industrial village with busy quays on Bow Creek. During the C19 and early C20 coasters of up to 300 tons were regular visitors with cargoes of coal and timber for the paper mill and other industries. This paper records three such vessels for which there is good evidence of them making their way up Bow Creek. They were the *Florence Muspratt*, the *Reedness* and the *Wagro*

1. The SV *Florence Muspratt* – Sailing Schooner

The presence of the *Florence Muspratt* in Tuckenhay is recorded in the shipping movements columns of two newspapers. On both voyages she was carrying coal from Briton Ferry Dock in South Wales.

BRITON FERRY.

Arrivals, Aug. 16 a.m.—Olivia ss 110, Portreath, light. Zillah ss 76, Bristol light. AJ ss 65 Bridgwater bricks.

Sailings, Aug. 15 a.m.—Thibb ss 439, Caen, coal. Florence, Muspratt, 78, Tuckenhay, coal. Olive ss 101, Cork, coal.

The Western Mail (18990819)

NEATH AND BRITON FERRY.—ARRIVALS.

Aug. 16.—Saturne, 96, Pauillac, pitwood.

Aug. 17.—Janie, 79, Hayle, ballast. City of York, s. 23, Bristol, general. Lynx, s. 84, Portreath, ballast. Corso, s. 776, Bilbao, iron ore. Alert, s. 135, London, scrap iron.

Aug. 18.—Henry Fisher, s. 299, Trouville, ballast. Holme Force, s. 92, Berehaven, ballast. Tender, s. 60, Fremington, ballast. Standard, 51, Watchet, ballast. Feadon, 109, Portreath, ballast. Volana, 125, Llanelly, ballast.

SAILINGS.

Aug. 17.—Maria (Gower), Truro, coal. Florence Muspratt (Woodhouse), Tuckenhay, coal. Rhoda (Stokes), Bideford, coal.

The South Wales Evening Post (19110817)

The Name

Florence Muspratt, born in 1851, was the daughter of Richard Muspratt, an industrial chemist who in 1852 set up an alkali manufacturing plant in Flint in North Wales where he became a pillar of the local community being a JP, an Alderman and nine times Mayor of Flint. In 1896 Florence married the Rev W.L.L. Nicholas, the Rector of Flint, at a grand wedding duly celebrated in the local newspaper. Sadly, Florence died five years later in 1901.

But even more is known of Miss Muspratt. She has lived in Flint nearly all her life, and of late years has taken a lively interest, and an active part in dispensing her charity and benevolence to those in need of sympathy or help. The name Muspratt seems to have a charm in it to the people of Flint, and Miss Muspratt has done nothing to break the spell, but, on the contrary, has always been a joy to her parents and an adornment to her home."

The Rhyl Journal (18960613)

The Ship

Florence Muspratt gave her name to a sailing schooner launched at Burton Staithers on the Trent, Lincolnshire in July 1872. She was built by William Wray (1861-1871) as manager for John Wray & Sons and first registered at Chester by Alfred Dyson, another prominent businessman of Flint.

Name		Official number	Flag	IMO				
FLORENCE MUSPRATT		67961	GBR					
Year built		Date launched	Date completed					
1872		28/07/1872	08/1872					
Vessel type		Vessel description						
Cargo General		Wood Sailing Vessel, Schooner						
Builder				Yard				
William Wray (1861-1871) as manager for John Wray & Sons, Burton Staithers				221				
Tonnage	Length	Breadth	Depth	Draft				
/ 96 nrt /	80.7 ft	21.5 ft	10.5 ft					
First owner			First port of register	Registration date				
Dyson & Co. - Alfred Dyson, Flint			Chester	30/08/1872				
Subsequent owner and registration history								
MNL.1900 Harry Manley, Porlock Weir, Somerset								
End year	Fate / Status							
1917	Gunfire 05/09/1917							
Disposal Detail								
05/09/1917 captured and shelled by UC.50 when 10 miles north of Sept Îles, Channel Islands, on passage St Malo for Newport in ballast.								

Florence Muspratt Data

In 1900 the *Florence Muspratt* was bought by Henry Manley originally of Chester then of Porlock Weir in Somerset. It was used to the export coal from South Wales such as Port Talbot, Swansea and Newport to ports in France, Spain and South-West England such as Falmouth, Newlyn and Tuckenhay, returning with ballast of stone, iron ore or pit wood.

The schooner did not have good fortune and twice was damaged on peacetime voyages. The first time was on 16 May 1877 while en route from Runcorn to Scarborough with a cargo of salt, when she struck rocks in the Sound of Islay. The ship went over and filled with water, but was later raised and taken to safety.

In November 1908 she was damaged again in collision with the 4300-ton steamer *Drumlanrig* which hit both the *Florence Muspratt* and the Plymouth ketch *Britannia* while running for Dover after sustaining serious damage in collision with the New Zealand steam liner *Tongariro* in thick fog.

In the registration document dated before the war on 16 April 1913, 22 shares are owned by Robert Manley, a shopkeeper of Porlock Weir in Somerset and 42 shares by Harry Manley, a sailor from Porlock Weir.

Transcript of Register for Transmission to Registrar-General
of Shipping and Seamen.

Official Number 07951	Name of Ship <i>Florence May Pratt</i>	No., Date, and Port of Registry 4 - 16/2 New Zealand	16/2 APR 1913																											
No., Date, and Port of previous Registry (if any)																														
Whether British or Foreign Built British	Whether a Sailing or Steam Ship; and if a Steam Ship, how propelled Sailing	Where Built Barton Waller New Zealand	When Built 16/2																											
Number of Decks ... Number of Masts ... Rigged ... Stern ... Build ... Galleries ... Head ... Framework and description of vessel ... Number of Bulkheads ... Number of water blast tanks, and their capacity in tons ...		<table border="1"> <tr> <td>Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post ...</td> <td>Feet 60</td> <td>Tenths 7</td> </tr> <tr> <td>Length at quarter of depth from top of weather deck at side amidships to bottom of keel ...</td> <td>21</td> <td>5</td> </tr> <tr> <td>Main breadth to outside of plank ...</td> <td>10</td> <td>5</td> </tr> <tr> <td>Depth in hold from tonnage deck to ceiling at midships ...</td> <td></td> <td></td> </tr> <tr> <td>Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards ...</td> <td></td> <td></td> </tr> <tr> <td>Depth from top of beam amidships to top of keel ...</td> <td></td> <td></td> </tr> <tr> <td>Depth from top of deck at side amidships to bottom of keel ...</td> <td></td> <td></td> </tr> <tr> <td>Round of beam ...</td> <td></td> <td></td> </tr> <tr> <td>Length of engine room, if any ...</td> <td></td> <td></td> </tr> </table>		Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post ...	Feet 60	Tenths 7	Length at quarter of depth from top of weather deck at side amidships to bottom of keel ...	21	5	Main breadth to outside of plank ...	10	5	Depth in hold from tonnage deck to ceiling at midships ...			Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards ...			Depth from top of beam amidships to top of keel ...			Depth from top of deck at side amidships to bottom of keel ...			Round of beam ...			Length of engine room, if any ...		
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Depth from top of deck at side amidships to bottom of keel ...																														
Round of beam ...																														
Length of engine room, if any ...																														
PARTICULARS OF DISPLACEMENT.																														
Total to quarter the depth from weather deck at side amidships to bottom of keel ...		Tons.	Displacement per inch immersion at same depth ...																											
PARTICULARS OF PROPELLING ENGINES, &c. (if any).																														
No. of sets of Engines	Description of Engines.	When made.	Name and address of makers	Reciprocating Engines.	Rotary Engines.	N. H. P. U. H. P. Speed of Ship.																								
No. of Shafts.	Particulars of Boilers.	Engines.	Engines.	Engines.	Engines.																									
	Description Number Dimensions Loaded Pressure	Boilers.	Boilers.	Boilers.	Boilers.																									
PARTICULARS OF TONNAGE.				DEDUCTIONS ALLOWED.																										
GROSS TONNAGE.		No. of Tons	On account of space required for propelling power ... On account of spaces occupied by Seamen or Apprentices, and appropriated to their use, and kept free from Goods or Stores of every kind, not being the personal property of the Crew ... These spaces are the following, viz.:— <i>Crew Space 14 42 3 M. S. Act 1889 4 72 3</i>			No. of Tons																								
Under Tonnage Deck ... Space or spaces between Decks ... Turret or Trunk ... Forecastle ... Bridge space ... Poop or Break ... Side Houses ... Deck Houses ... Chart House ... Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894 ... Excess of Hatchways ...		4.76				26.16																								
Gross Tonnage ... Deductions, as per Contra ... Register Tonnage ...		104.76 26.16 76.62	296.57 74.03 222.45			Total 26.16																								
Cubic Metres.																														
NOTE.—1. The tonnage of the engine room spaces below the upper deck is in above the upper deck for propelling machinery and for light and air is				tons, and the tonnage of the total spaces framed tons.																										
NOTE.—2. The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's register tonnage:																														
Name of Master		Certificate of Service (Competency No.)																												
Names, Residence, and Description of the Owners, and Number of Sixty-fourth Shares held by each ... viz., <i>Robert Manley, of Portlock Weir in the County of Somerset, Skipper Harry Manley, of Portlock Weir, aforesaid Tailor</i>				22 shares 42 - - 64																										
I certify the above to be a true extract from the register of this ship and that the aforesaid persons were on this the 16 th March 1913 registered owners of the number of shares set opposite their names, free from encumbrances.																														
Dated April 16 th 1913		S. H. Harris		Registrar.																										

NOTE.—Registers in the Colonies are requested to distinguish the Managing Owner by placing the letters "M.O." against his name.
N.B.—To be sent in an envelope addressed to the Registrar-General
of Shipping and Seamen, Tower Hill, London, E.

(9 29 8) Wt 10167—279 10,000 6/12 H.W.V. No. 345. Instructions to Registrars of British Ships, para. 26.—Sec. 23445.
1910

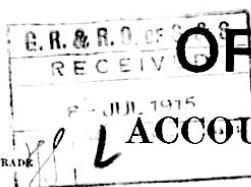
RSS(CL)3375(b3)

1

D. & O. 7.



NOTE.—If the Master prefers it, the entries on the last page of this Form, and also the Draught of Water, and Freeboard entries, may be made on a separate Form of Official Log.



OFFICIAL LOG BOOK

ACCOUNT OF VOYAGES AND CREW

ISSUED BY THE BOARD OF TRADE

OF A VESSEL OF LESS THAN 80 TONS REGISTER.

EXCLUSIVELY EMPLOYED UPON THE COASTS OF THE UNITED KINGDOM.

Name of Ship.	Official Number.	Port of Registry.	Tonnage. Gross.	Horse Power.	Date of Commencement of Half-year.	Date of Termination of Half-year.			
<i>Florence Muspratt</i>	<i>67961</i>	<i>Chester</i>	<i>104</i>	<i>78</i>	<i>5</i>	<i>1 Jan 1915</i>			
Name and Address of Registered Managing Owner.				Name and Address of Master with Certificate No. (if any).					
<i>H. Manly Pollock Son & Son Ltd</i>				<i>J. W. Redd</i>					
LOAD LINE AND DRAUGHT OF WATER.									
POSITION OF DISC AS SHOWN ON THE CERTIFICATE OF FREEBOARD.									
The centre of the disc is placed at <i>not marked</i> inches below the <i>deck-line</i> marked under the provisions of the Merchant Shipping Act, 1894.									
POSITION OF LINES USED IN CONNECTION WITH THE DISC.									
STEAMSHIP.									
Maximum load-line in fresh water feet inches above the centre of the disc. Maximum load-line in summer the centre of the disc.									
Maximum load-line in winter feet inches below the centre of the disc.									
ACCOUNT OF ALL VOYAGES MADE DURING THE HALF-YEAR, WITH THE NATURE OF EMPLOYMENT, DRAUGHT OF WATER AND FREEBOARD.									
NOTE.—If Passengers are carried the fact is to be stated. Voyages made under Agreement Eng. 1 or Eng. 6 are not required to be entered.									
The Draught of Water and Freeboard are to be entered upon the vessel leaving any dock, wharf, port or harbour, for the purpose of proceeding to sea.									
(Note.—Additional Sheets for further entries can be obtained from the Superintendent of any Mercantile Marine Office.)									
FROM		(3) Draught of Water in Salt Water at time of proceeding to sea.		(4) Freeboard amidships corresponding to foregoing Draught.		TO			
(1)	(2)	Forward.	Aft.	Port.	Starboard.	(5)	(6)	(7)	
Date and Hour of Departure.	Name of Dock, Wharf, Port or Harbour from which the Ship departs.	ft. in.	ft. in.	ft. in.	ft. in.	Date of Arrival.	Name of Dock, Wharf, Port or Harbour.	Say "Passengers" if more than Twelve Passengers were carried.	
23/1/15	Port Talbot	9.7	108	11	6.12	25/1	Barrow Wharf Cork	S	
4/2/15	Cork	9.7	108	11	6.11	1/2	Cardiff	S	
18/3/15	Cardiff	9.7	10.8	11	6.11	10/3	Newlyn	S	
14/3/15	Newlyn	5.3	8.9	11	6.11	14/3	Penzance	S	
30/3/15	Penzance	9.7	108	11	6.11	6/4	Falmouth	S	
5/5	Falmouth	9.7	108	11	6.11	9/2/53	Falmouth	S	
1/6	Falmouth	9.7	108	11	6.11	9/6/53	London	S	
18/6	London	9.7	108	11	6.11	26/6	Newport	S	

NOTE.—This List is to be filled up and Signed by the Owner or Master of every Vessel under 80 tons, exclusively employed on the coasts of the United Kingdom, and to be deposited with the Superintendent at some Port in the United Kingdom, within twenty-one days from the 30th June and the 31st December every year, under a penalty not exceeding £5.

I hereby declare to the truth of this Account of Voyages and Crew,

Signature

J. W. Redd Master or Owner.

Received at the Port of



the day of

J. Wilkes

Superintendent.

The Superintendent should obtain from the Master of the Ship the Certificate (as Mate, Engineer, or Royal Naval Volunteer) belonging to any Member of the Crew who has died on board, and forward the same to the Registrar-General of Seamen with this Return. Should the Master have died his Certificate (if any) should also be obtained and forwarded in like manner.

[V 18] Wt. 11768/85. (79) 10,000. : 7/12. —M.C. & Co., Ltd.—

ACCOUNT OF CREW AND OFFICIAL LOG BOOK.											
(If neither Home Trade nor Foreign Articles of Agreement have been entered into, the names, &c., of all the Seamen employed during the Half Year are to be stated.)											
Reference No.	Names of the MASTER and the Crew. Christian and Surname to be set forth at full length.			Year of Birth.	Nationality (If British, state birthplace).	Ship in which he last served and Port she belonged to.	Years served in last Ship.	Date and Place of joining present Ship.	In what Capacity engaged, and if not British, No. of his Certificate (if any.)	No. of Royal Navy Master's Certificate.	Date, Place, If the vessel is under sail, "when leaving shore or passing through a dangerous sea."
								Date.	Place.	Date.	Place.
1	Mate	John W. Redd	John Hatchet	Same ship	1915	July 1/15	Master	July 1/15	Minehead	July 1/15	Same ship
2	Mate	August L. Johanson	Swedish	Same ship	1915	July 1/15	Master	July 1/15	Same ship	July 1/15	Same ship
3	William	Gregory	1884 Derby	Same ship	1915	July 1/15	1st	July 1/15	Same ship	July 1/15	Same ship
4	Francis	Newman	1889 London	First ship	1915	July 1/15	2nd	July 1/15	Same ship	July 1/15	Same ship
5	James	Collins	1878 Falmouth	First ship	1915	July 1/15	3rd	July 1/15	Same ship	July 1/15	Same ship
6	Albert	Davis	1899 Penzance	First ship	—	July 1/15	4th	July 1/15	Same ship	July 1/15	Same ship
7						See 15/15	Runcorn	July 1/15	Runcorn	July 1/15	Runcorn
8											
9											
10											
11											
12											
13											
14											
15											
ACCOUNT OF APPRENTICES ON BOARD.											
Names of Apprentices Christian and Surname at full length.			Year of Birth.	Nationality (If British, state birthplace).	Registry of Indenture.	Date of	Part of	Date of joining the Ship.	Date.	Place.	Date, Place, and Cause of leaving this Ship. (See column 12 above.)
Report of Character For Goodness or Conduct.											
* PARTICULARS of all BIRTHS which have occurred on Board during the Half Year. (Pursuant to 264 of the Merchant Shipping Act, 1894.)											
Date of Birth.	Name (if any) of Child.	Sex.	Name and Surname of Father.	Name and Surname of Mother.	Middle Surname of Mother.	Father.					
						Nationality.	Last Place of Abode.	Mother.	Last Place of Abode.	Rank or Profession of Father.	Signature of Master and Mate or other Member of Crew.
* PARTICULARS of all DEATHS which have occurred on Board during the Half Year. (Pursuant to Sec. 254 of the Merchant Shipping Act, 1894.)											
Date.	Place.	Name and Surname.	Sex.	Age.	Crew or Passenger.	Rating or Rank, Profession or occupation.	Nationality.	Last Place of Abode.	Cause of Death.	Port at which Reported.	Signature of Master and Mate or other Member of Crew.
* See Directions on Page 4 of the Cover.											

The Crew in 1915

World War One

The log book from 1915 shows Harry Manley was still the managing owner of the *Florence Muspratt*. The crew comprised John W Redd of Minehead as master and August L Johansson (shown as Johanson) from Sweden as mate, along with William Gregory, Francis Newman, James Collins and Albert Davis.

Places visited are the Cornish ports of Falmouth, Penzance and Newlyn as well as Cork, Cardiff, Port Talbot, Newport, Runcorn and London.

On 5 September 1917 the schooner was travelling from St Malo to Newport in ballast when she was captured by UC-50, under the command of Kapitänleutnant Rudolf Seuffer, and sunk with gunfire 10km north of Sept Îles in the English Channel.

A pair of Type UCII U-Boats



One crew member died, the Mate August Lennard Johansson who drowned as a result of the attack. The 29-year-old was born in Teda Parish in Sweden, the son of farm labourer Karl Johan Johansson and Kristina Johansson (nee Nilsson). He is commemorated at the Tower Hill War Memorial in London.

A document dated 24 September 1917 shows the closure of the register, in which the vessel is reported as having been sunk by an enemy submarine. Harry Manley was required to reply to the registrar to confirm the fate of the ship.

CUSTOM HOUSE,
24th SEP. 1917 191

SIR,
THE undermentioned Vessel having been reported to me to
as having been sunk by an enemy submarine

and as the question of the closing of the Registry consequently arises,
I have to request that you will be pleased to inform me immediately whether
such is the fact, and if so, that you will give me such particulars as may be
known to you, forwarding at the same time the Certificate of Registry.

Every Owner or Master who neglects to deliver to the proper Officer of
Customs the Certificate of Registry of any Vessel which has been lost, broken
up, sold to Foreigners, or which otherwise ceases to be a British Ship, or to
give notice of such an occurrence, is liable to a penalty of £100. (Sec. 21,
M. S. Act, 1894.)

Please reply on this Form, which should be signed personally.

In the event of your entertaining any objection to the closing of the
Registry, the reasons for such objection should be stated.

I am, SIR,
Mr Harry Manley
Portlock Esq
Somerset Your obedient Servant,
E. L. Morris
Registrar of Shipping.

CONNELL'S QUAY.			
Name of Vessel.	Tonnage.	Official Number.	No. and Date of Registry.
<i>Florance Empress</i>	79	07961	4 - 1872

REPLY.

*The Florance Empress has sunk on the 5 Sept
between F. Melot & Porosaius by submarine
one man being killed. Only got the news & took
afft telegram was delayed for one week
The Capt. J. W. Reddick reported to Board of Trade
Ministry on my last message for that purpose
Your truly H. Manley*

No. 341. Sec² Customs ⁴⁷⁰
1900

(9 6 4) Wt 30661-481 1000 11/12 H W V

Closure of Registry 20170924

2. The MV *Reedness* – Coastal Steamer

The *Reedness* was a coastal steamer of 301 tons built by John Shearer of Kelvinhaugh, Glasgow and launched in 1903. She was first registered to James Shiels of Belfast under the name *Brookside*. She was known later as the *Bogo* (1907 – 1923 Copenhagen), *Keltic* (1923 - Sunderland) *Reedness* (1923 – 1936 Goole/Liverpool) and *Redthorn* (1936 - 1938 Liverpool).



Reedness at Tuckenhay Quay

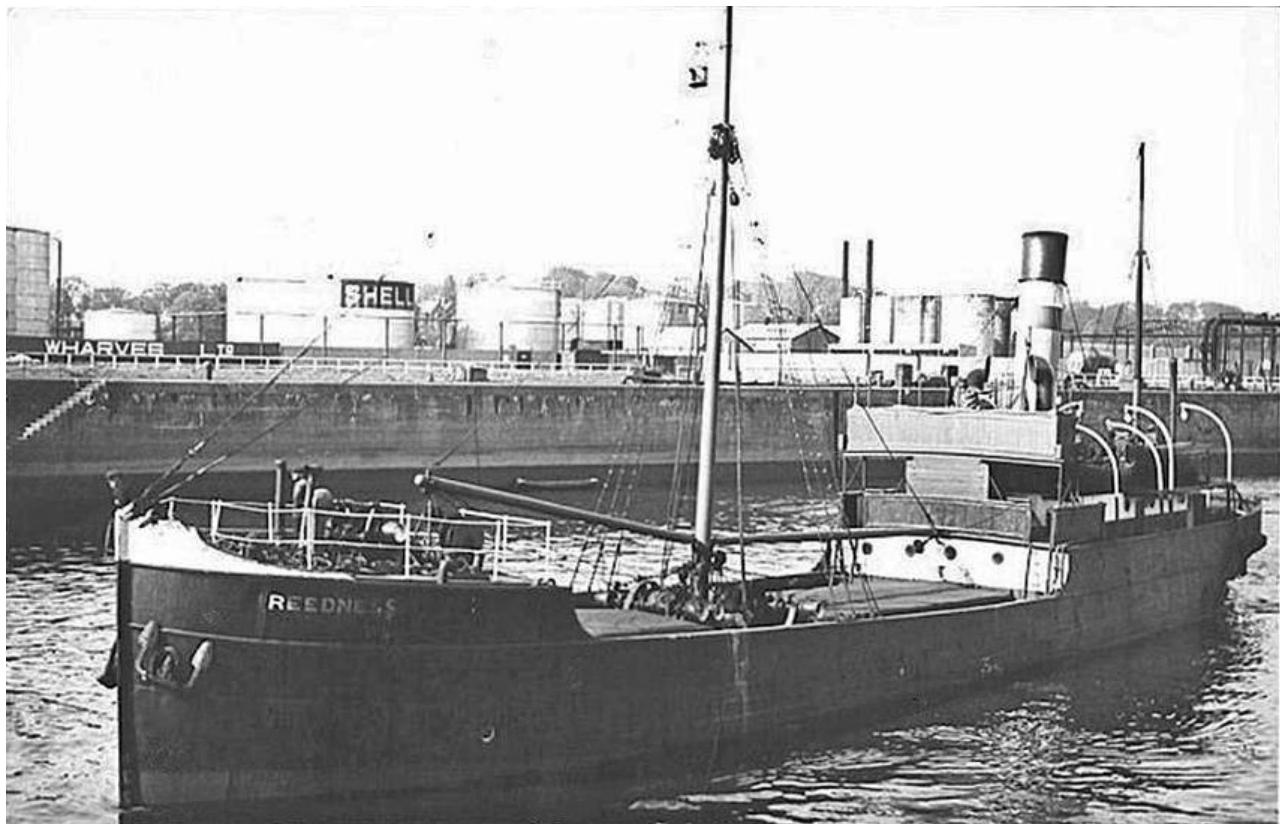
The picture of the *Reedness* at Tuckenhay must, therefore, have been taken between 1923 and 1936. There is no record of the cargo but she was often referred to as a collier.

On 21 November, 1938 the then *Redthorn*, whilst carrying coal from Garston, struck a breakwater near Coleraine in Antrim and a year later was broken up at Londonderry.

Name	Official number	Flag	IMO
BROOKSIDE	116010	GBR	
Year built	Date launched	Date completed	
1903	06/10/1903		
Vessel type	Vessel description		
Coaster	Steel Screw Steamer		
Builder		Yard	Yard no
John Shearer & Son, Glasgow		Front Yard	35
Tonnage	Length	Breadth	Depth
301 grt / 78 nrt /	135.3 ft	23.1 ft	9.6 ft

Engine builder		Muir & Houston Ltd., Glasgow		
Engine detail				
C.2-cyl. (16" & 34" x 24") 59nhp 400ihp 10kn 1-screw				
First owner				
James Shiels, Belfast	First port of register	Registration date		
	Belfast	23/10/1903		
Other names				
1907 BOGO / BOGØ - 1923 KELTIC - 1923 REEDNESS - 15/01/1936 REDTHORN				
Subsequent owner and registration history				
18/05/1907 Det Forenede Dampselskab (DFDS) - mng Admiral A de Richelieu, Copenhagen - reg Copenhagen 16/04/1923 James Kell, Sunderland - reg Sunderland 30/08/1923 Frederick Fish, Goole - reg Goole 04/09/1923 Reedness Steamship Co Ltd - mng Frederick Fish, Goole 21/05/1931 William J Ireland, Liverpool 09/07/1936 Thorn Line Ltd - mng William J Ireland, Liverpool				
Vessel history				
05/10/1905 Whilst on a voyage from Dublin to Ardglass, grounded at Ballyquinton Point, near Portaferry. 06/10/1905 Refloated and subsequently repaired. 24/05/1907 Departed from Newcastle for Denmark. 21/11/1938 Whilst on a voyage from Garston to Coleraine with coal, struck the River Bann breakwater and was put ashore on the beach at Portrush, County Antrim, being too cumbersome to negotiate the narrow Portrush Harbour entrance. 09/12/1938 Refloated and taken to Londonderry for inspection, subsequently declared a constructive total loss and sold for demolition locally.				
Remarks				
1923 290g 113n; 1933 291g 112n				
End year	Fate / Status			
1939	Broken Up			
Disposal Detail				
16/06/1939 Reported as demolished (following collision and grounding)				

Reedness data



Reedness at an Unidentified Port



Reedness at Liverpool

3. The MS *Wegro* – Dutch Coaster

The *Wegro* was a Dutch coaster built in 1938 by Van Diepen Brothers of Waterhuizen, Groningen, Netherlands. She was 281 gross tons and powered by two-stroke single-acting diesel engine. The *Wegro* was the first ship to be locked through the Oostersluis lock at the official opening of the Oostersluis in Groningen, in the presence of HM Queen Wilhelmina.

In 1940 the *Wegro* was chartered to the British Government and subsequently took part in the D-Day invasion of Normandy in 1944. In 1945 she returned to the Netherlands and in 1954 was re-named the *Albion* before transferring from Groningen to Harlingen two years later. The *Albion* enjoyed a successful career as a coaster visiting ports in northern Europe and around the coast of Britain carrying cargos as diverse as timber until she was scrapped in 1872 at Sittingbourne in Kent.



MS Wegro registered at Groningen, making its way up Bow Creek probably with load of coal for the paper mill c1938-54

When photographed sailing along Bow Creek the ship carried the name *Wegro* and consequently this must have been taken between 1938 and 1954. It is almost certain that she was carrying coal for Tuckenhay Paper Mill.

Identification Data

Year of Construction:	1938
Class Register:	British Corporation Register of Shipping and Aircraft (BC)
IMO number:	5008784
Nat. Official Number:	1873 Z GRON 1938
Category:	Cargo vessel
Propulsion:	Motor Vessel
Type:	General Cargo ship
Type of Deck:	Flush deck
Masts:	One mast
Rig:	2 derricks
Lift Capacity:	2 tons each
Material Hull:	Steel
Decks:	1

Construction Data

Shipbuilder:	Gebr. van Diepen, Waterhuizen, Groningen, Netherlands
Yard Number:	836
Launch Date:	19381005
Delivery Date:	19381110

Technical Data

Engine Manufacturer:	NV Appingedammer Bronsmotorenfabriek, Appingedam, Groningen, Netherlands
Motor Type:	Motor, Oil, 2-stroke single-acting
Number of Cylinders:	4
Power:	195
Power Unit:	BHP (APK, RPK)
Eng. additional info:	Brons Nr. 5731 Type T (240x360)
Speed in knots:	9.5
Number of screws:	1
Gross Tonnage:	281
Net Tonnage:	124
Deadweight:	310
Grain:	17000 Cubic Feet
Bale:	16000 Cubic Feet
Length 1:	40.40 Meters Length overall (Loa)
Length 2:	38.26 Meters Length between perpendiculars (Lbp)
Beam:	7.04 Meters Breadth, moulded
Depth:	2.68 Meters Depth, moulded
Draught:	2.64 Meters Draught, maximum

Selected Events from the *Wegro*'s History (Translated from the Dutch originals)



MS Wegro at the official opening of the Oostersluis lock in Groningen, in the presence of HM Queen Wilhelmina

19381006 - Waterhuizen (A docks zone on a canal near Groningen): The *MS Wegro*, under construction for Captain J Wester of Groningen, has been successfully launched from the Gebr. Van Diepen NV shipyards here. The ship has the dimensions 37.00 x 7.00 x 2.85 m. and is equipped with a 195 hp Appingedammer Brons engine. The keel is being laid for a Shelterdek motor vessel for the account of Captain F Dekker of Rotterdam.

19381105 - During the sea trials, the *Wegro* was given the honour of being the first ship to be locked through the Oostersluis lock at the official opening of the Oostersluis in Groningen, in the presence of HM Queen Wilhelmina.

19381107 - As *Wegro*, being a motor cargo vessel, with a gross volume of 797.18 m³ according to the tonnage certificate from The Hague dated 19381024 no. 5810, lying in Groningen, marked by J L Kleijn, ship's measurer in Groningen, by chiseling 1873 Z GRON 1938 on the aft ship on the raised aft deck on the port side at the rear of the galley.

19381111 - De Eemsbode (A Dutch newspaper): The motor vessel *Wegro*, captain-owner J Westers, completed a successful trial run on the River Ems yesterday. The *Wegro* was built by Gebr. Van Diepen in Waterhuizen under the supervision of the Shipping Inspectorate and Bureau Veritas, is approximately 310 tons dwt, and is equipped with a 195 hp Brons engine. A speed of almost 10 mph was achieved during the trial run. The *Wegro* will depart empty for Bremen, probably tonight.

19381111 – Delfzijl (Dutch port on the River Ems) - The brand-new *MS Wegro*, built at the Van Diepen Brothers shipyard in Waterhuizen for Captain J. Westers of Groningen, completed a successful sea trial on the Ems. The ship is a smooth-deck vessel with a steel mast amidships on a deckhouse, which also houses two engine winches. It has dimensions of 37 x 7 x 2.85 M, while it weighs 330 tons. For propulsion, a Brons engine of 195 hp has been installed in the engine room, with which the ship reached a speed of over 10 miles in ballast condition. Furthermore, there is an auxiliary engine in the engine room for driving the pumps and the dynamo. All lighting is electric. The ship is neatly panelled and is further very modern and comfortably furnished, so that after the sea trials it was taken over by the captain with complete satisfaction.



MS Wegro on sea trials on the River Ems

19400510 - At St. Malo with a load of coal. That day it diverted to Great Yarmouth. Taken over on May 16, 1940, by the Netherlands Shipping & Trading Committee, London (managers: Freight Express Ltd, later London & Rochester Trading Co. Ltd). Time-chartered to the Ministry of Shipping, London, England, on 27 May 1940. Ministry of War Transport in 1941. Participated in Operation Neptune (the Normandy Invasion). Returned to J. Wester, Groningen, on 1 June 1945.

19541119 - *Wegro* becomes *Albion*. The *MS Wegro*, owned by Mr. J. Westers of Groningen, has been sold to Messrs. Damminga and Ploegman of Groningen, who will launch the ship under the new name *Albion*. The ship was built in 1938 by the NV Gebr. Van Diepens Shipyards in Waterhuizen and is a smooth-deck type. A 195 hp engine is installed in the engine room. The home port remains Groningen.

19720923 - Departed Rotterdam for Colchester after being sold to Group Six Shipbreakers. On October 20, 1972, the engine was removed* at Acorn Wharf by Flame Cap. Ltd., Rochester, and subsequently sold to and scrapped by Mayer, Newman Co., Milton Creek, Sittingbourne, England.

Further information

The *Florence Muspratt*: <https://burtonstatherheritage.org/shipping/104-florence-muspratt>
Including descriptions by S. Abrott

The *Wegro*'s career as the *Albion*: <https://www.marhisdata.nl/schip?id=7213> (in Dutch)