

TUG-BOAT DISASTER OFF BARRY.

4 Grangetown Men Drowned.

BOILER EXPLODES WHILE LITTLE CRAFT SINKS.

Victims Trapped Below: Three Others Rescued from Sea.

About 6.30 this morning a disaster took place in Barry Roads by which four Cardiff men were drowned through the sinking of a local tug, three more being rescued from the water.

All the men belong to Grangetown and formed part of the crew of the Cardiff tug, ASSISTANCE, belonging to Mr. W. Guy, of Stuart Street, Cardiff.

The tug was anchored in Barry Roads throughout the night, and was engaged by the master of the steamship LAGARTO, Captain Clapham, to assist that vessel to enter Barry.

She was making fast when the LAGARTO crashed into her almost amidships on the port side, and she sank in a couple of moments.

According to the master of the tug-boat, the latter's boiler exploded as she disappeared, and it was miraculous how any of them escaped.

Indeed, the tug sank so rapidly that those on deck, three in number, including the captain - had only time to jump clear into the water before she disappeared.

4 Men Trapped Below.

RESCUE WORK IMPOSSIBLE.

The two engineers and one deck hand, together with a lad were below at the time, and to make any attempt to rescue them was impossible under the circumstances, and they sank with the vessel.

The names of the unfortunate men who lost their lives are:-

WALTER ANDERSON, chief engineer, 34 Cambridge Street, married 6 children (all under 14);

ALFRED WRIGHT, second engineer, Earl Street, married, one child;

RONALD SMITH, deck hand, 64 Ferry Road, Grange, married, one child;

GEORGE FRANCIS BEVAN, a boy, 70 Oakley Street.

Those saved are:- James Trezise, master of the tug, Cardiff, married; William Osborne, mate, 22 Stockland Street, Grangetown, Cardiff, married, and John Diamond, fireman, 69 Oakley Street, Cardiff, married.

The captain and two others were rescued from the water by the Cardiff tugs, CRUISER and FASTNET, both of which were in the immediate vicinity at the time.

The affair happened within such an incredibly short space of time that those on the steamer had scarcely time to realise the appalling character of the disaster of which they were eyewitnesses.

An early statement that the tugboat overturned while engaged in trying to turn the steamer's head with the hawser actually connected was later denied.

Sunk In Collision.

LAGARTO OFFICER'S STATEMENT.

Mr. H.O. Pattison, chief officer of the LAGARTO, in an interview with our representative, said:- "The tug was standing by at the time ready to receive the rope from the LAGARTO,. She had not actually received the rope, and the steamer was moving but slowly ahead when she struck the tug on her port quarters. The tug turned over and sank in about five seconds.

"There were four tugs quite near, and three were able to rescue the men in the water by throwing lifelines to them. Consequently, it was unnecessary for the steamer to launch any of her boats.

"It was a pure accident, a very unfortunate accident, he added.

"The tug at the time could not have had sufficient steam up; otherwise she could easily have got ahead and moved in the same direction as the LAGARTO was going, because the steamer was going very slowly at the time. "

Lagarto's Captain's Story.

Captain Clapham of the LAGARTO, seen by an *Echo* reporter on shore at Barry this morning, stated that he was on the bridge at the time of the accident, but the chief officer, who was on the forecastle head, was right over the sea, and must have been a witness of all that occurred. He was certain himself that the tug was about to pick up the rope

when the collision occurred. "It will not do for me to say how I think it happened," added Captain Clapham, when questioned upon this point. "All I know is that it is a most unfortunate accident."

Boiler Explodes.

TUG CAPTAIN'S VIVID NARRATIVE.

The ASSISTANCE was a steam tug of 104 tons gross, one of a fleet of seven owned by Messrs. W.J. Guy, of Stuart Street, Cardiff, and she left Cardiff on Tuesday, for Barry Roads. Here she remained all day yesterday, and at 5.20 this morning took in tow the Royal Mail Steam Packet's motor boat LAGARTO (3,000 tons), with the tug CRUISER astern.

The LAGARTO was bound from Liverpool to Barry, and her local agents are Messrs. Rogers and Bright, of Merchant Buildings, Cardiff.

A brief but nevertheless vivid account of the disaster was given to one of our representatives by the master of the tug, Captain Trezise, a native of Bristol, but who came to Cardiff in his second year, and has spent all his life at work in the Channel, having spent in all 25 years with Messrs. Guy, and been skipper of the ASSISTANCE since 1919.

Happened in a Flash

"There was, " he said, "a bit of a haze about at the time, though he had known the fog to be thicker many times. They were making fast to the LAGARTO when suddenly the tug was struck almost amidships on the port side. The force of the impact was such that she quickly heeled over, and in a flash they were all in the water.

"It all happened in less than three minutes," said Captain Trezise, "and how any of us were saved is a mystery to me for just as the tug disappeared below the surface

the boiler exploded, and deck equipment came flying in all directions.

"I felt myself getting into the whirlpool as the boat went down, and I believe it was this explosion which sent me up. Of course, the poor fellows below had no chance. Later I was picked up by the CRUISER."

Father of Victim Sees Disaster

The other two men were picked up by the Bristol Channel Towage Company's tug FASTNET, which was cruising in the vicinity, and Captain Pizzaca, of the CRUISER, feelingly said he would have sacrificed his own boat willingly to save the lives of the lost, and added that the scene of the sad affair was about a mile from the Barry entrance.

A particularly sad feature was that the father of Wright, who was on another tug some hundred yards from the scene, was a witness of the catastrophe, and was unable to do anything to save his son.

CARDIFF TUG DISASTER.

CRASH IN BARRY ROADS.

ENGINE-ROOM EXPLOSION.

FOUR MEN GO DOWN WITH THE SHIP.

By the foundering of the Cardiff tug ASSISTANCE in the Barry Roads during the early hours of Thursday morning, the Channel, just outside the Barry port, has taken its second toll of ship and life in a year, for it is almost at precisely the same spot - about a mile off Barry Pier - that the CONQUEST went down on New Year's Eve.

As usually happens in these tug disasters, they take place before the eyes of watchers, but are over so quickly that almost before the realisation of what is transpiring has come the boilers explode, and there is nothing but the churned water, a handful of deck wreckage, and a few deck hands and officers left for the rescuers racing to the spot.

That too, is the story of the ASSISTANCE, which went down on Wednesday morning, taking with her four of her personnel of seven men in the persons of:

Walter Anderson (40), chief engineer, of 34 Cambridge Street, Cardiff, (married, five children).

Alfred Wright (25), second engineer, 201 Penarth Road, Cardiff, (married, one child).

Ronald Smith, 89 Ferry Road, Cardiff, (married, one child), and

George Bevan, 70 Oakley Street, Cardiff, (ship's boy).

All four men were below deck when the ASSISTANCE turned turtle, and never had a chance for life.

The rescued were:-

Capt. James Trezise, 11 Llanbradach Street, Cardiff, (master).

William Osborne, 201 Penarth Road, Cardiff, first mate, and

John Diamond, 26 Oakley Street, Cardiff.

ON THE MORNING TIDE

HAZE, COLLISION, BOILER EXPLOSION.

Just what happened is easily reconstructed. The ASSISTANCE, a 104 ton gross unit of Messrs W.J. Guy's fleet of seven Cardiff tugs, had been commissioned to take the Royal Mail steamship LAGARTO into Barry on the morning tide, and had anchored in the Roads a mile or so off Barry

Pier-head throughout the night. At about 6.30 in the morning, as she moved up to take her charge in hand, the waters were hazed with the thin mist of a hot-weather dawn, making visibility very bad. The ASSISTANCE was in position to turn the head of the LAGARTO, and was apparently not under way

sufficiently to evade the movement of that vessel when the LAGARTO struck her broadside on, and almost amidships. In a second the tug had rolled over, and as the water rushed into her engine-room, where the four victims of the disaster were, the boilers blew up. There was a gush of water, and then - a tossing mass of wreckage, and the three men who had jumped as she rolled, and nothing more.

As a matter of fact, it is marvellous that the three men who were on deck escaped, for they were so close to the vessel as she went down that, but for the boilers exploding, they must have been drawn down by the suction of her descent. The explosion which, it is surmised, killed the four victims instantaneously, probably minimised that downward pull of the waters, and threw the survivors outside their range.

Capt. Trezise, the master, and one of the most experienced and popular of the tugboat masters, realised this, and expressed it in his personal experiences in an interview, in the course of which he said, "I felt myself getting into a whirlpool as the boat went down, and I believe it was the explosion which sent me up to the surface of the water again."

RACE TO THE RESCUE

As the ASSISTANCE lurched and sank, the other tugmasters in the vicinity flashed "full speed" to their engine-rooms, and raced down to the scene. Capt. C.H. Pezzock, of the sister tug CRUISER, was, as a matter of fact, well under way when the explosion occurred, and they were his life lines that Capt. Trezise and John Diamond seized. Meanwhile, the Bristol Towage Company's tug FASTNET, which was a close second to the CRUISER in the race to the rescue, had

picked up the first mate, William Osborne. In the vain hope that by some miracle the four men trapped below at the time of the disaster might have escaped, the rescue stood by for some time, eagerly scanning the waters, but ultimately the hope died, and they left the spot.

THE VICTIMS

Mr. Walter Anderson, the first engineer, was a married man with five young children, all girls, the eldest being seventeen years of age, and the youngest two years.

He was a native of Grangetown, 40 years of age, and had been in the tug-boat service all his life.

His father, Mr. W. Anderson, of Kent Street, is also a well-known tug-boat worker, and, curiously enough, was one of the crew of the tug CONTEST (Messrs. Tucker) when she sank on New Year's Day at precisely the same spot as the ASSISTANCE met with disaster. The CONTEST was saved then, but about a month later she again foundered in the same place, and was again saved. She is now employed on dock work. Mr. Anderson still forms one of her crew.

Alfred Wright, 1 Earl Street, the second engineer, was 25 years of age, and was married, with one child. He had been employed on tug-boat service all his life. A sad feature was that the father of Wright, who was on another tug some hundred yards away from the scene, was a witness of the catastrophe, but was unable to do anything to save his son.

George Bevan, the ship's boy, was the youngest son of Mr. and Mrs. J. Bevan, 70 Oakley Street, who have a family of five sons. He had served on the ASSISTANCE for four years.

TUG CAPTAIN'S STORY

ALL OVER IN THRILLING THREE MINUTES

The ASSISTANCE was a steam tug of 104 tons gross, and was one of a fleet of seven owned by Messrs W.J. Guy, of Stuart Street, Cardiff, and she left Cardiff for the Barry Roads on Tuesday afternoon.

The LAGARTO was bound from Liverpool to Barry, and the Barry agents are Messrs. Rogers and Bright, Merchant Buildings, Cardiff.

The Captain of the ASSISTANCE soon after the occurrence briefly described how the collision occurred. "There was", he said, "a bit of a haze about at the time, though the fog was not so thick as I have known it to be at other times.

"We were making the rope fast to the LAGARTO when suddenly the steamer, which was moving slowly, struck the tug amidships

on the port side. The force with which she was struck was such that she quickly heeled over, and in a flash the crew and I were in the water.

"It all happened", continued Capt. Trezise, "in less than three minutes, and how any of us were saved is a mystery to me, for just as the tug disappeared below the surface the boiler exploded, and fragments of the deck and equipment were sent flying in all directions.

"I felt myself getting into a whirlpool as the boat went down, and I believe it was this explosion which sent me up to the surface of the water again. Of course, the poor fellows down below had no chance. Later I and the fireman were picked up by the tug CRUISER.

WHAT EYE-WITNESSES SAW

TUG-MASTER'S TRIBUTE TO CAPTAIN TREZISE

Graphic stories of how the rescue of the captain, fireman, and first mate was effected were told to a *Western Mail* representative by the captains and crews of various tugs, and pilot-cutters which were on the scene when the collision took place.

One of these, Captain C.H. Pezzock, of the tug CRUISER (W.J. Guy, Cardiff), told how he rescued the captain and the fireman.

"We were," he said, "standing out in the roads, about a mile off Barry Pier, when we saw the ASSISTANCE making fast to the Royal Mail boat LAGARTO. It was a very usual sight for us in the roads.

"Suddenly, we saw the LAGARTO collide with the ASSISTANCE, and the next moment the tug heeled over heavily and

began to founder. I immediately put on full steam and made a dash in their direction.

"When we were getting near, an explosion occurred. The captain and the fireman of the ASSISTANCE were struggling in the water, and it was not long before we picked them up. In the meantime the tug FASTNET came along, and she managed to rescue the first mate.

"We hung on," went on Capt. Pezzock, "in the hope that we should see the other four members of the crew. We waited for well over half-an-hour, and several other tugs and pilot-cutters came on the scene and assisted us to search for the missing men. We failed to find them".

Capt. Pezzock afterwards paid a glowing tribute to Capt. Trezise, who, he said, was one of the best known and most popular tug captains in the Bristol Channel. A native of Penzance he had been in the employ of Messrs. W.J. Guy as a tug captain for nearly 25 years, and during the war

commanded one of the company's tugs in the war zone under the Admiralty.

Other men who were interviewed by our reporter declared that it was a marvel that any of the crew of the tug had escaped.

A PURE ACCIDENT

LAGARTO'S CAPTAIN AND CHIEF OFFICER

Capt. Clapham, of the LAGARTO, interviewed in Barry on Thursday, said he was on his bridge at the time of the accident, but his chief officer (Mr. H.O. Pattison) was on the forecastle head, and must have seen all that happened from his view-point right over the water. He himself was certain that the tug was about to pick up his rope when the vessel collided. He added, however, "It will not do for me to say what I think happened. All I know is that it was a most unfortunate accident."

Mr. H.O. Pattison, the chief officer of the LAGARTO, in an interview with a *Western Mail* reporter, said:

"The ASSISTANCE was standing by at the time, ready to receive the rope from the LAGARTO. She had not received the rope and

the LAGARTO was moving slowly ahead when she struck the tug on her port quarters. The tug immediately turned over and sank in five or six seconds.

"There were four other tugs quite near, and these were able to rescue the men in the water by throwing out life-lines to them. It was therefore unnecessary for the steamer to launch any of her boats.

Mr Pattison added, "It was a pure accident, a very unfortunate accident."

Going on to describe it, he said, "The tug at the time could not have had sufficient steam up; otherwise she could easily have got ahead and moved in the same direction as the LAGARTO was going, because the steamer was going very slowly at the time."



Walter Anderson photographed in Cambridge Street c1914 with his wife Gertrude (nee Thomas) and daughters Ida (left, later Plowman) and Lillian (right, later Churchill).

TUG-BOAT DISASTER.

FOUR MEN DROWNED IN BARRY ROADS.

Exciting Morning Scenes: Three Rescued From The Water

Barry Roads was the scene this morning of an appalling disaster, four men being drowned and three rescued from the water.

It appears that about 6.30 this morning the Cardiff tug, ASSISTANCE was engaged in helping the large steamer LAGARTO to dock. The tug had her hawser towing the steamer at an angle, when the little craft overturned and sank. Those below the deck had little chance of escape from their inevitable doom, for the water overwhelmed the tug and she sank within a couple of minutes. The three men on deck at the time were thrown into the water, and, amid great excitement, other tugs rushed to the scene, and were able to rescue them all.

Three men and a lad who were below (the latter being in his bunk asleep) were drowned. The names of these are:-

Walter Anderson, chief engineer.
Alfred Wright, second engineer.
Ronald Smith, deck hand.
George Francis Bevan, lad.

All the men reside at Grangetown. The captain of the tug was rescued from the water, the tugs CRUISER and FASTNET getting to the spot within a few minutes of the disaster.

The accident is an exact reproduction of that which took place in the Barry Dock Basin a few months ago, when the Cardiff tug, MOSS ROSE capsized in a similar manner. On that occasion, however, there was no loss of life.

Capt. Clapham and the pilot on board the LAGARTO did all they could to effect the rescue of the men in the water, but the other tug boats raced to the spot and made diligent search for other signs of life, but none were seen. The tug is sunk about half-a-mile from the eastern breakwater.

Tugboat Victims.

INQUEST ADJOURNED TO OCT 8th.

The inquest was opened by the Cardiff Coroner on Monday on three of the victims of the recent disaster in the Barry Roads, when the ASSISTANCE, a Cardiff tugboat, suddenly sank, and four members of her crew were drowned.

Three of the bodies have been picked up, and at yesterday's proceedings, when there was a jury in attendance, they were identified as :-

Walter John Anderson (40), chief engineer, of 34 Cambridge Street.

Alfred Thomas Wright (25), second engineer, of 60 Oakley Street.

George Giles Francis Bevan (18), cabin boy, of 70 Oakley Street.

Only evidence of identification was taken, and the Coroner then intimated that he would adjourn the inquiry as there were material witnesses on a vessel which, it was alleged, collided with the tugboat, and which had gone on a voyage to South America.

Eventually, he decided to adjourn until October 8th at 3 p.m.

The tugboat's owners were represented by the firm of Messrs Vaughan and Roche, and Mr A. Barten, the district secretary of the Transport and General Workers' Union, was also present.

Reprinted from SOUTH WALES ECHO, 8 October, 1923

Tugboat Disaster Inquest.

STILL ANOTHER ADJOURNMENT.

Successive adjournments have necessitated a record delay in the enquiry by the Cardiff Coroner into the deaths of the three victims of the Cardiff tugboat disaster in July.

The inquest on the men who were drowned when the boat foundered – Walter John Anderson (40), the first engineer; Alfred Thomas Wright (25), the second engineer; and George G.F. Beavan (18), the deck boy – all of Grangetown, Cardiff – was first fixed for July 30th.

An adjournment was then deemed necessary until October 8th, and when the Court assembled today, Mr. Harold Downing, solicitor for the owners agents, explained to the Coroner that certain necessary witnesses were now away at sea, and the date of their return was not definite.

Consequently Mr. Yorath again adjourned the proceedings until November 12th next.

Reprinted from WESTERN MAIL, Tuesday, 13 November, 1923

Cardiff Tugboat Tragedy.

CORONER'S INQUEST AGAIN ADJOURNED.

Mr. W.L. Yorath, the Cardiff city coroner, told a jury on Monday afternoon that he would have to further adjourn the inquest into the tugboat disaster in the Roads, in which the tug ASSISTANCE, belonging to Messers Guy, Cardiff, turned turtle through a collision with a Royal Mail packet, which it was towing into Barry, and three men were drowned in the engine room.

The packet, which collided with the tug, said Mr, Yorath, was out of England, and he would have to adjourn the inquest until November 26th.

Since the jury were warned a week ago of Monday's inquest one of them had died.

Note: I found no further references to an inquest in local papers for the end of November or beginning of December 1923.

My thanks to Ted Finch and Sue Swiggun of the Ships' List
(<http://www.theshipslist.com/>) for the following.

Royal Mail Steam Packet Company / Royal Mail Lines Limited

The Royal Mail Steam Packet Company received the mail contract for the West Indies and commenced operating in 1841. A West Indies inter-island service was also operated. In 1850 services expanded to South America. Several short lived routes were operated and in 1906 Owen Philipps, who later became Lord Kylsant became Chairman of the company. A joint service with [Holland America Line](#) to the Pacific coast of North America started in 1921. In 1932 the giant Kylsant Shipping empire collapsed and Lord Kylsant was jailed for issuing a false prospectus. Royal Mail Steam Packet Company went into liquidation, Royal Mail Lines Limited was formed and took over the assets of the Royal Mail Steam Packet Company, the [Nelson Line](#) and David MacIver & Company. The Royal Mail Line was taken over in 1965 by [Furness, Withy & Company](#) and ships often interchanged between the Royal Mail Line, Furness and [Shaw Savill & Albion Lines](#) fleets. By 1972 Royal Mail had virtually disappeared as a separate shipping line.

The following list was extracted from various sources. This is not an all-inclusive list but should only be used as a guide. If you would like to know more about a vessel, visit the [Ship Descriptions](#) or [Immigrant Ship](#) web site.

Routes:

Dates	Route
1840-1920	Falmouth / Southampton to the West Indies (London - West Indies cargo services continued)
1847-1850	Southampton - Bermuda - New Orleans
1850-1980	Southampton - Lisbon - Brazil - Uruguay - Argentina
1852 1868	Savannah - Nassau - Jamaica - Colon (Chagres)
1857-1859	Marseilles - Malta - Alexandria
1884	Brazil - Barbados - St.Thomas - New York
1906-1909	London - Mediterranean ports - Colombo - Australia
1906	Southampton - Cuba - Mexico
1913-1927	Halifax - St.John NB - Bermuda - West Indies - British Guiana
1921-1927	Hamburg - Southampton - Cherbourg - New York
1921-1980	London - Cherbourg - Vigo - Lisbon - Las Palmas - Rio de Janeiro - Santos - Montevideo - Buenos Aires
1921-1968	UK - Bermuda - West Indies - Colombia - Central America - Pacific USA ports - Vancouver. (Mostly cargo but some passengers carried - joint service with Holland America Line)

Pacific Steam Navigation Company

Formed in London in 1838, the company commenced operations on the West Coast of South America in 1840. In 1852 they were granted the British Government Mail contract to the area. In 1877 a joint P.S.N.Co-Orient Line service to Australia was started and lasted until 1905 when P.S.N.Co sold their Australian route interests to Royal Mail S.P.Co. In 1910 P.S.N.Co itself, was taken over by [Royal Mail S.P.Co](#) but continued to operate as a separate company within the group, although ships were often transferred between the two companies. In 1931 the Royal Mail group collapsed, but P.S.N.Co was allowed to continue operations under the control of its creditors until it discharged its financial obligations. In 1938 Royal Mail (now Royal Mail Lines) again took control of P.S.N.Co but again kept the two organisations separate. [Furness Withy](#) took over the Royal Mail / PSNC group in 1965 and ships were frequently switched between different companies within the group. By 1984 the name of Pacific Steam Navigation Co disappeared into Furness Withy Shipping.

The following list was extracted from various sources. This is not an all inclusive list but should only be used as a guide. If you would like to know more about a vessel, visit the [Ship Descriptions](#) (on-site) or the [Immigrant Ship](#) web site.

Routes:

Dates	Route
1843-1923	Valparaiso - Coastal Ports - Callao
1846-1923	Valparaiso - Callao - Guayaquil - Panama
1848-1923	Valparaiso - South Chilean Ports (terminal: Puerto Montt)
1868-19??	Liverpool - Bordeaux - Lisbon - Cape Verde - Rio de Janeiro - Montevideo - Punta Arenas - Valparaiso (from 1870) - Arica - Mollendo - Callao
1877-1879	Liverpool - Bordeaux - Buenos Aires
1904-1920	Liverpool - La Pallice - Corunna - Vigo - Lisbon - Recife - Salvador - Rio de Janeiro - Montevideo - Buenos Aires - Port Stanley - Punta Arenas - Coronel - Talcahuano - Valparaiso
1914-1945	Cristobal - Panama Canal - Champerico
1920-1930	New York - Panama Canal - Callao - Valparaiso
1920-1931	New York - Guayaquil
1920-1959	Liverpool - Bermuda - Bahamas - Havana - Jamaica - Panama Canal - West Coast of South America ports - Valparaiso
1920-1937	Montevideo - Port Stanley (Falkland Islands)
1955-1970	Bermuda - Caribbean ports - Panama
1956-1963	(REINA DEL MAR) Liverpool - La Pallice - Santander - Corunna (1961 Vigo) - Bermuda - Nassau - Havana - Kingston - La Guaira - Curacao - Cartagena - Panama Canal - La Libertad - Callao - Arica - Antofagasta - Valparaiso
1963-	Cargo services to Caribbean and South American ports

The LAGARTO (formerly GLENAVY)



M.V. LAGARTO

GLENAVY was built in 1917 by Harland & Wolff at Irvine, Glasgow for Glen Line Ltd. She had a tonnage of 5,075 gross (3,208 nett), a length of 385ft 1in, a beam of 52ft 2in and a service speed of 10.5 knots. She was sold to the Pacific Steam Navigation Co. on 13th June 1923, renamed LAGARTO on 23rd June 1923, and was fitted with the new airless injection system which became standard on oil-engined ships. During the Second World War she serviced the South American routes. In December 1947 she arrived back in Liverpool with engine trouble, was laid up at Birkenhead and, subsequently, broken up at Troon in 1948.

[Glen and Shire Lines by Cooper, Harvey & Laxon]

<http://www.red-duster.co.uk/GLEN8.htm>

<http://www.theshipslist.com/ships/lines/pacific.html>

<http://www.photoship.co.uk/JAlbum%20Ships/Old%20Ships%20L/slides/Lagarto-02.html>

ss ASSISTANCE



Sark, Creux Harbour, 1894. The Guernsey Steam Tug & Trading Co's "Assistance" appears to have been on a luggage run, as cases and trunks are being unloaded and placed upon a cart. "Assistance" undertook towing and general work around the Channel Islands.

ss ASSISTANCE

**built by J McArthur, Paisley (Yard No 39),
Engines by Bow McLachlan & Co, Paisley**

Propulsion:	Steam compound C2cy, 52nhp, 290ihp, 1screw
Built:	1886
Ship Type:	Iron Tug
Tonnage:	82grt, 8nrt (see Remarks)
Length:	86.7 ft
Breadth:	17.1 ft
Owner History:	
	Anchor Line, Glasgow
1886	Garnet Steam Tug Co Ltd, Guernsey
1899	The Guernsey Steam Towing & Trading Co Ltd - (John T Laine), St Peter Port
1908	William J Guy, Cardiff
Status:	Sunk - 12/07/1923
Remarks:	Also reported as Yard No 40

1887	lengthened by 10ft; 94grt, 20nrt; 98.7 x 17.3 x 8.7ft
1888	6nrt
1889	20nrt
1890	10nrt
1899	102grt 4nrt
12 Jul 1923	total loss after collision in Barry Roads (with MV Lagarto)

There must be some doubt whether she ever entered service with Anchor Line. She was never registered at Glasgow/Greenock. First registration was 24/3/1886 to Garnet Steam Tug Co Ltd, Guernsey.

Copyright <http://www.clydebuiltships.co.uk/> and <http://www.clydesite.co.uk/>

Tugs owned by various Guys of Cardiff

Name	Tonnage	H.P.	Owner	Date	Notes
Active			D. Guy	By 1894	
Assistance	102	52 nhp (290 ihp)	W.J. Guy	Built 1886	Note [1]
Elsa Partiss	42		Joseph Guy	Built 1908	
Espana	129		W.J. Guy	Built 1904	
Moss Rose (1)	17	45	D. Guy	By 1884	
Moss Rose (2)	47		W.J. Guy	Built 1893	
Primrose	3	45	D. Guy	By 1884	Gone by 1894
Queen of Sheba	12	40	D. Guy	By 1884	Gone by 1894
Welsh Rose	148 grt	450 ihp	Guy	Built 1919	Note [2]
White Rose				Built 1885?	
Wild Rose	17	65	D. Guy	By 1884	In use 1894

[1] **Assistance:** This is the subject of this document.

[2] **Welsh Rose:** Built 1919 by Philip and Son, Dartmouth for RN as *HS79*.

Steel Screw Tug. L86.2'. B21'. D10.4'. 148grt. 450ihp 2cyl 15"x32" 24" stroke compound steam engine by builder.

1919 Acquired by Guy of Cardiff, renamed *Welsh Rose*.

1928 Acquired by William Watkins Ltd., renamed *Rumania*. Official No. 145733. Call sign MPDN.

6-1935 Sold to Nash Dredging for £4500.

8-1935 converted to oil fired boiler.

1940 Sold to Government of Trinidad, renamed *St. David*.

1954 Deleted from register.

NOTE: The following is a different Assistance, although both seem to have existed at the same time!

ASSISTANCE was built in 1891 by Gourlay Bros. & Co. at Dundee with a tonnage of 214grt, a length of 105ft, and a beam of 22ft 7in. She was a tug built initially for service at Liverpool and later in Chile. In 1926 she was sold to Oelckers Hermanos of Chile and renamed Tautil. She was wrecked near Lota in July 1929.

<http://powertree.tripod.com/panama.htm>