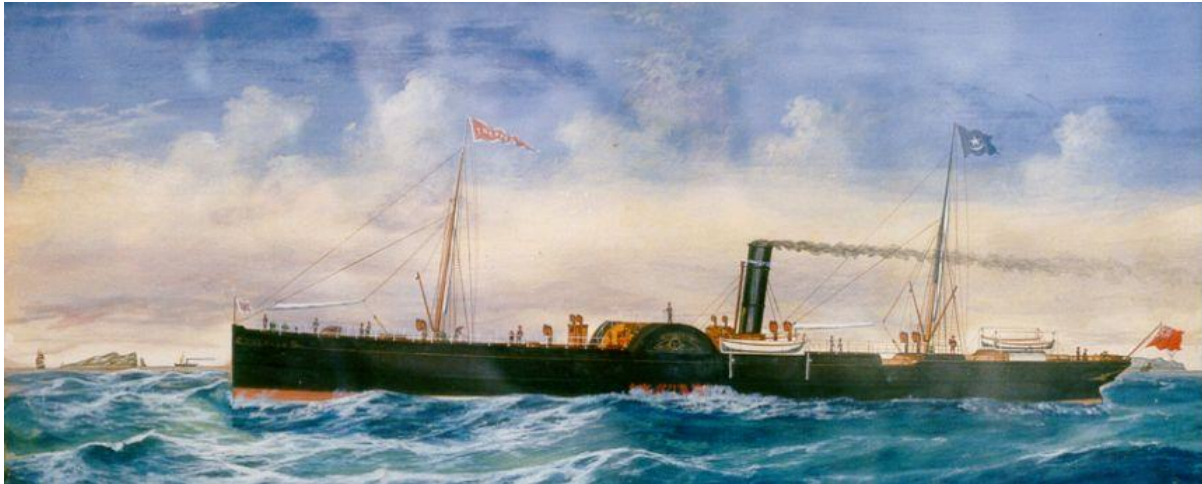




The Tredagh pulls into port



It is Saturday evening, June 3rd 1876 and a large ship is pulling out of Scotland heading down across the Irish Sea for the Boynesside in Drogheda.

The time is just after 7pm and over the following 12 hours she steams along at an average speed of around 15 miles per hour until she arrives outside the Bar at Drogheda at around 7am.

The ship could have made faster time but it judged its speed almost to perfection with that of the high water tide at Drogheda.

Just after 8am this huge ship, measuring some two-hundred and sixty feet in length by twenty-nine feet wide; the likes of which was never seen at the Drogheda Port before, crossed the Bar and immediately announced it's arrival by a discharge from the big gun that was positioned on her Hurricane Deck.

The noise echoed around the pillars of the Viaduct and awakened the inhabitants of the town and the surrounding villages and hamlets on this otherwise, sunny and peaceful Sunday morning.

Many were returning from mass, while many more were turning over for their Sunday morning second sleep after working the previous six days for a miserable wage.

Anyway, this big steamer ploughed on up the estuary of the Boyne and before long she announced her arrival again by yet another discharge from her gun.

This was met by a return fire from the three steam vessels which were already in berth at the quayside, the Colleen Bawn, the Leinster Lass and the Brian Boroimhe.

The terrific booming of the guns awakened the whole town and before long people began to converge on the harbour in their hundreds to watch the spectacle unfold.

Amidst all the commotion there was indeed joyful celebration for this was none other than the arrival of the new ship for the Drogheda SteamPacket Company, namely that wonderful steamer they called the Tredagh.

The Tredagh was constructed at Greenock in Scotland under the supervision of Captain Branigan who was also responsible for the construction of an earlier ship for the same company, the Lord Athlumney.

However, this sister ship, the Tredagh, was by far the greater ship, bigger, faster and completely modernised for its time complete with first and second class cabins, accommodation for some 53 passengers, saloons and bars and a lady's cabin which was 'fitted up with the elegance of a boudoir'.

Captain Toker and his first mate, Mr Kelly, commanded the Tredagh into the Drogheda Port and throughout that wonderful Sunday the ship was visited by thousands of people from town and country.

The Tredagh was propelled by diagonal condensing compound engines of 1600 indicated horsepower.

While on the deck there was positioned one of Harford's patent Windlass, which was worked by steam for lifting the anchors, along with two steam wenches for discharging cargo.

Also below deck there was room for the carrying of some six-hundred head of cattle.

A report in a Scottish publication regarding Glasgow and the marvellous industrial trade of that city remarks that, 'the green isle of Drogheda was the first vessel carrying cattle that treaded her way up the Broomielaw back in 1834.'

The Tredagh made her first sea crossing to Liverpool on that same day that she arrived in Drogheda, Sunday 4th June 1876, pulling out of the harbour amid loud cheering and applause.

She would continue in service for another 28 years before finally being broken up in 1904.

A fine painting of the Tredagh may be seen at Millmount Museum, while a model of the ship is housed at the Liverpool City Museum.