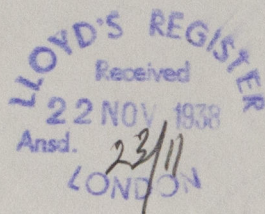




Lloyd's Register of Shipping,

Empire House, Mount Stuart Square,

Cardiff, 21st. November, 1938.



Reference

M.

Dear Sir,

In accordance with instructions contained in your letter of the 2nd instant, I have pleasure in giving a brief report of the Hearing into the circumstances attending the loss of the S.S. "GLANRHYD", from particulars obtained whilst attending the Law Courts, Cardiff, on the 16th. 17th and 18th inst. as follows:-

This vessel was loaded at Newport Mon. with a cargo of 2173 tons of Tredegar Washed Duff Coal.

48 tons of Bunker coal.

40 tons of Bunker coal already in the vessel.

Total. 2261

The draught forward was 15'.6".

" " aft " 17'.7".

Mean Draught. 16'.6½".

The coal cargo contained in the holds was distributed as follows:-

| | |
|------------|-------------------|
| No.1 Hold. | 441 tons. |
| No.2 Hold. | 694 tons. |
| No.3 Hold. | 597 tons. |
| No.4 Hold. | 440 tons. |
| Total. | <u>2172</u> tons. |

This is given in round figures and excludes fractions of a ton.

© 2020

Lloyd's Register
Foundation

41
6810-144M

There were slack spaces at the ends of Nos. 1 & 4 Holds respectively; but as the coal cargo was properly trimmed the opinion of the Court was that no possible danger could arise in the event of the coal moving, owing to the restriction of these spaces. Nos. 2 and 3 Holds were full.

From the evidence given by coaltrimmers and others connected with the loading of the vessel, she appeared to have been properly loaded, the cargo trimmed, and the hatchway covers securely battened down, with two tarpaulins.

Wire lashings were fitted over the covers of Nos 1 and 2 hatchways.

It was stated that the vessel was designed as a selftrimmer.

From the evidence given the vessel had not received any damage prior to arriving at Newport, during her stay in port, or at the time of leaving.

When the vessel left Newport on the 14th January, 1938, the mean draught of 16'.6 $\frac{1}{2}$ " corresponded to Winter loading, due allowance having been made for the density of the water which was partly fresh.

As already stated the vessel left Newport on the 14th. January, 1938, bound for Irlam (Manchester Ship Canal).

On leaving, the weather was fresh with moderate wind increasing.



© 2020

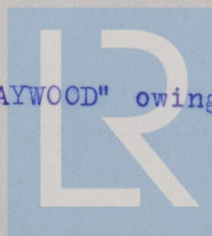
Lloyd's Register
Foundation

W470-0189 2/4

Captain W.S. Harrison, of the steamer "MAYWOOD" which vessel left Cardiff on the afternoon of the date on which the "GLANRHYD" left Newport, stated that the two vessels were in company in the vicinity of Barry Roads. His vessel being bound for a French port in the Bay of Biscay, the course was set for the English side of the Bristol Channel, the "GLANRHYD" being observed to take a course which would lead her to the Welsh side of the same Channel. When the two vessels were in line with the Nash Light, which is situated on the Glamorganshire Coast, the weather conditions had increased so much in severity that it was then blowing a full gale, accompanied by heavy seas.

Upon the "MAYWOOD" arriving off the Foreland Light the Master observed from the Navigation lights of the "GLANRHYD" that the latter vessel was approaching the English side of the Bristol Channel. From this observation, as the two vessels were then about two miles from each other he could only assume that the "GLANRHYD" was endeavouring to reach the English side of the Channel during the severe weather conditions then prevailing, in order to obtain some comparative shelter, or that she was trying to make as big a lee as possible to enable her to keep well clear of the Welsh Coast in making her entrance into the Irish Sea, during the full South Westerly gale in operation.

The Master of the "MAYWOOD" owing to the exceptional



© 2020

Lloyd's Register
Foundation

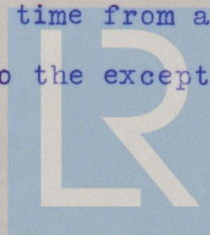
W427-0189 3/4
6810
17
M

weather conditions decided that it would be prudent for him to turn his vessel round and make for Minehead Roads for shelter, which he ultimately did. As, however, the vessel began to drag at her anchorage he decided at 9.30 a.m. on the 15th. January, 1938, to proceed in order to seek shelter under the lee of Lundy Island. The weather conditions were so severe during this full gale, that it prevented him from arriving there until 11 p.m. on the same date.

When asked by the President of the Court why he turned his vessel round in order to proceed for shelter in Minehead Roads, he stated that the conditions were such that he would have considered it unsafe for his vessel to have proceeded on the voyage, and that owing to the heavy seas which his vessel was continually shipping he was afraid that the covers of No.1 hatchway would have been staved in.

The last he saw of the "GLANRHYD" was when turning his vessel round to take the course for shelterage. This was the last known record of the vessel.

On the morning of the 15th January, 1938, (early am) a member of the crew of the Helwick Light Vessel situated to the south west of the south west corner of the Gower Peninsular, Glamorganshire, noticed two lights from a vessel proceeding in a westerly direction, also that a member of the Coastguard noticed a light about the same time from a vessel proceeding on a similar course. Owing to the exceptional severity of



Lloyd's Register
Foundation

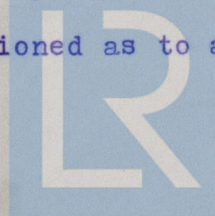
4/7
6810
W4711-0189
4/7

the weather and heavy squalls the lights could not be further observed. The evidence regarding these lights was not accepted as being conclusive that they were the "GLANRHYD'S".

Further evidence given by members of the crew of the Light Vessel related to two lifeboats, some oars, part of a wood top mast and two bodies having drifted past, which would appear to have belonged to some vessel.

On the 16th. January, 1938, two lifeboats marked "GLANRHYD" and sundry other wreckage were found by the members of the Coastguard, together with some bodies. These had drifted on to the Gower Coast. Notable amongst this wreckage was a section of the wood partition bulkhead which separated Nos. 3 and 4 holds, this was bound together by a horizontal broken bulb angle stiffener, the whole section being 10 feet by 6 feet, also a section of the wood bulkhead between Nos. 1 and 2 holds, which was bound by two broken horizontal bulb angle stiffeners, the section measuring about 8 feet square. There were also found one hundred and seventy single plank hatch covers and two double plank hatch covers, all in good condition, together with some wood accommodation doors and two broken wood top masts. The wreckage referred to was identified as having belonged to the "GLANRHYD".

Mr. T.S. Clark, Superintendent for the Owners of the vessel, stated that the stability of the vessel had always proved satisfactory. Questioned as to a report which had been



© 2020
Lloyd's Register
Foundation

W470-0189 5/1

handed in to the Court presumably by a former member of the vessel's crew, which implied that considerable vibration had been observed in connection with the rudder, Mr. Clark said that this had been caused by a broken rudder carrier, which had been renewed at the time of the Special Survey, since which there had been no indications of any vibration.

A witness, who had been Chief Officer prior to the last voyage, stated that the steering arrangements were good, and that there had been no complaints at any time regarding these. He also stated that the vessel had always proved stable in loaded condition, and that he did not know of any weakness in the structure of the vessel.

He said that the vessel in bad weather was wet forward, that is, in the fore well, but if trimmed a little by the stern no trouble in this respect was experienced.

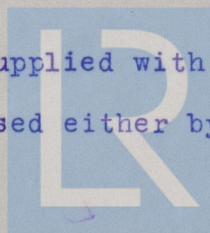
The findings of the Court, which was presided over by Mr. J.G. Trapnell, K.C. supported by Captain A.L. Gordon, Captain A.S. Leech and Mr. R.B. Reith were as under:-

The condition of the vessel was good and seaworthy, and she was fully manned.

The requirements of the Board of Trade regarding Life saving appliances and lights were complied with. The vessel was properly loaded and trimmed when she left Newport.

The vessel was not supplied with wireless installation.

The disaster was caused either by striking submerged



© 2020

Lloyd's Register
Foundation

617
W471-0189

wreckage or was overwhelmed by exceptional sea or seas, which stove in No.1 hatchway, put her head down and caused her to break apart.

I am, Dear Sir,

Yours faithfully,

Robt. Cheetham

The Secretary,
LONDON.



© 2020

Lloyd's Register
Foundation

41 6810-124M 717

Referred to the Chief Ship Surveyor

hms

22 NOV 1938

S.T.B.
23.11.38

fy

x

TO DOOR

the Secretary



© 2020

Lloyd's Register
Foundation