

## LOSS OF THE "RUMORE"

### Findings of the Board of Trade Inquiry

From Our Own Correspondent

GLASGOW, Friday

The findings of the Board of Trade Inquiry set up to investigate the disappearance of the Glasgow coaster *Rumore*, while on a passage between Waterford and Barry, in January, 1938, were delivered by Sheriff Wilton to-day when the sitting was resumed in the County Buildings, Glasgow.

The Sheriff's assessors were Captain F. J. Thomson, Captain C. A. Wilson and Mr. R. B. Reith. The Board of Trade was represented by Mr. W. Donald; Colonel Hugh Spens appeared for the owners, the Point Steamship Company, Ltd., of Glasgow; Mr. David Wright Smith, acting on instructions from the Mercantile Marine Salvage Association, watched the case on behalf of the representatives of the deceased master and mate.

The previous proceedings were reported in LLOYD'S LIST of June 15 and 16.

At the conclusion of the evidence the Board of Trade put forward 14 questions which they desired the Court to answer. Among them was one in which it was sought to find the probable cause of the vessel's loss. Summarising the replies, Sheriff Wilton stated that the Court found that the *Rumore* left Waterford in good and seaworthy condition, and with sufficient margin of stability for her intended voyage, and that she was presumably lost somewhere in St. George's Channel while unexpectedly assailed by heavy weather and abnormal seas. More was unable to be determined because of her disappearance, and in what way and where she foundered was all speculation.

#### A SEAWORTHY SHIP

What was known was that the *Rumore* was a ship which had been proved to be a good and seaworthy boat and in charge of experienced seamen, and that she came to grief solely on account of abnormal weather conditions. The assessors agreed with the Sheriff in recording that no blame was suggested against the master and the mate of the *Rumore*, especially in view of the ship's long career, sailing loaded and in ballast without serious adventure. Sheriff Wilton thought it right to add that it was agreed that the owners had complied with all the Board of Trade and other regulations, and had maintained the vessel in proper condition and repair. The evidence satisfied the Court that the owners had maintained the vessel in good seaworthy condition.

As one practical outcome of the investigation, the assessors suggested that regulations should be made for proper ballast conditions being observed by the owners of all vessels for ensuring their safe handling, so far as possible, in bad weather conditions. They recommended also for consideration whether vessels such as the *Rumore*, not being by law bound to be fitted with wireless telegraphy, should not all be equipped with wireless.

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