

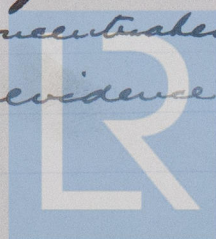
## Enquiry into the loss of S.S. "Sutton".

Report of 3<sup>rd</sup> Day's Proceedings. 22/4/26

Captain Royle, Master of the "Westland" and mate of the "Sutton" up till January 1924, stated that the "Sutton" was considered to be a good sea boat and her usual trading route was between Liverpool and the Continent. She often shipped a great deal of water in the well but freed herself readily with the freeing ports fitted. Coal, including "washed nuts", was often carried, shifting boards were never employed and the cargo never shifted because the hold was always trimmed full. He stated that the trim of the ship when loaded (2 feet by the stern) was considered a good one for navigating the ship.

Mr John King, Senior Surveyor to the Board of Trade was called a second time to give evidence regarding samples of the Sutton's cargo taken from the warehouses at Aberystwyth and these were produced in Court for inspection. It was evident that the moisture had evaporated owing to the tins being previously opened in London.

Mr Davies, Foreman of the Ore mill which produced the zinc concentrates gave particulars of the concentrates sent down to the warehouses for shipment on the "Sutton". His answers to the questions relating to the degree of moisture in the "floatation" concentrates were so conflicting that his evidence appeared to be of little value.



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Mr Nancarrow, manager of the Electricities Co., gave corroborative evidence as the amount of ore shipped from the mine to the warehouse. He brought to the court in a motor-car the previous day samples of ore produced by the "floatation" ~~method~~ and "jigger" methods. These were now handed in for inspection. The latter samples appeared to be quite dry but the former showed distinct signs of water and brought to the top of the ore by the shaking of the motor-car from the mines to Cardigan.

Mr Walker, Metallurgical Chemist stated that the zinc concentrates which completed the loading of the "Sutton" contained, he considered, about 18 to 20% of moisture.

Mr John Todd, master of the "Marali" gave particulars of the loading of his vessel with lead and zinc concentrates at Aberystwyth. The cargo was trimmed athwartship but not fore and aft. The vessel touched ground when making for the pier from her loading berth. No damage done apparently. He stated that vessel had not since been docked. Soundings were taken each day, no water seen. Vessel was upright after loading and her draught 9'-2" forward and 11'-2" aft. Her mean draught being nearly 1 foot below the centre of freeboard deck. The vessel remained upright until near Strumble Head? where she encountered heavy weather and <sup>the</sup> vessel suddenly took a list to starboard. The master brought



the vessel to windward and she remained upright for a time, but later listed to ~~the~~ starboard to such a degree that the water came over the well deck up to the height of the wooden wedges of the hatchway. He was able to bring the vessel to Milford Haven, where he opened ~~the~~ ~~the~~ ~~the~~ No. 2 Hatchway to ascertain the cause of the list and found the cargo had settled down and was moving as the ship rolled. He brought the ship to anchor and cut a centre channel in the bulk cargo of the zinc concentrates, fitted shifting boards and filled the channel with bagged cargo of concentrates.

~~There~~ Free water was found on the surface of the concentrates and about 40 buckets were taken out of the hold. Water did not, in his ~~that~~ opinion, come through the hatchway. He bailed the water in the hold and found it fresh. Three tarpaulins were used and battened down on the hatches.

The propeller raced badly and a great deal of vibration was felt in the ship.

Vessel eventually reached Antwerp in safety.

Captain Trott, Board of Trade Surveyor of Swansea, gave evidence as to making a survey of the "Manali" at Milford Haven and the precautions taken to prevent the cargo moving during her voyage to Antwerp. He estimated that



the angle of heel of the "Manali" on arrival at ~~Milford~~ Milford Haven to be  $20^{\circ}$  when the water would be up to the wedges on the hatchway in the well.

The hatch covers and supports were in good condition & there was no evidence of water entering the hatchways.

The master of the S.S. "Hewer" gave evidence by affidavit that this vessel carried a cargo of zinc concentrates which shifted and boards had to be used as a preventative.

It was decided to close the evidence in regard to the ship and cargo, and proceed the following morning with the evidence of coast watching which was expected to take another week. The Court rose at 4.30 p.m.

The plan of the stowage of cargo on "Manali" will be attached to this report when completed.

J. W. Blockside  
20/4/26.



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