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SINKING OF THE SUTTON.

THE CONDITION OF HER CARGO.

SECOND BOAT'S PERIL

MARALIE "VERY NEARLY LOST."

More than 40 witnesses have yet to be called to give evidence at the Board of Trade inquiry, resumed at Cardigan on Wednesday, into the loss of the steamship Sutton last November with all hands.

Points to be dealt with include the duties of coast watchers and a question regarding signals of distress stated to have been sent out by the Sutton.

Twelve lives were lost.

NEARLY TWO DISASTERS.

Mr. Stanley Perry, clerk in the shipping department of the British Metal Corporation, charterers of the Sutton, said the mate supervised the stowing of the cargo. The Sutton departed leaving twenty tons of cargo behind which had not arrived from the mine. That cargo was shipped on the next vessel, the Maralie.

The master and witness had discussed the question of trimming the cargo, and the former required it trimmed with a slight list to port in order to work the port bunker first. When the ship left Aberystwyth she actually had a slight list to port, as the 170 tons were put on the port side.

Replying to Mr. Bucknill, Mr. Perry said that when placed on the ground from the barrows the cargo stuff fell into a soft mass, and not into a solid heap. The 50 tons of ore were quite dry.

Witness said he saw the Maralie at Milford Haven, where she had to seek port, and also the twenty tons of ore, but he was unable to say whether it was the same twenty tons as was left over from

the Sutton, but the twenty tons were placed in the second hatch of the Maralie, and it was approximately in the same hatch when he saw it.

WENT A LITTLE WAY WITH THE SHIP.

When the Sutton left Aberystwyth the wind was moderate, with a tendency to depression, and with no sea to speak of. He went out with the Sutton a little way to get the bills of lading signed, and nothing untoward happened to her. She touched the ground twice.

Questioned in regard to the Maralie, witness said she was loaded between February 11 and 16 with zinc and lead concentrates.

Replying to Mr. Bucknill, witness said he was torpedoed four times during the war.

Mr. Scott, K.C. (president): You are not easily upset?—Witness: No.

With regard to the Maralie being compelled to put in at Milford Haven, witness said he went there subsequently to inspect the cargo and found that some of it had settled down about 6ft. A considerable quantity of moisture appeared on the surface, and the master of the Maralie reported to witness that he had drawn thirty buckets of water off the top cargo.

Perry said there was "no kind of rain" during the loading of the Maralie.

"MARALIE NEARLY LOST."

Mr. Bucknill: The master of the Maralie says the cargo was of the consistency of wet mortar.

Witness replied that he would not put it as high as that.

Asked whether he had any opinion as to the water drawn from the top of the cargo, witness said he did not know where it had come from. He took a sample of the cargo and found it contained 13.66 of water.

Mr. Bucknill: There is no doubt about it, is there, that the Maralie was very nearly lost?

Witness: Very nearly.

Mr. Carpmael (for the owners of the Sutton) said the pilot stated that the Sutton was upright when she left the port.

Witness replied that she had a list of two or three degrees.

TRIBUTE TO SUTTON'S CAPTAIN.

Mr. Thomas Little, consulting engineer, gave evidence that he was responsible for the design of the Sutton.

Asked for his opinion of Captain Territa, the master of the Sutton, witness said he was one of the best coasting masters he had ever met. The cargo could shift so far as to put the ship on her beam ends.

Mr. Bucknill: If that happened would the ship turn turtle and sink quickly or gradually by the incursion of the water into the interior.

Mr. Little: I think the vessel would sink by the water going into the hatches, because it isn't like a ship rolling in a seaway.

Thomas William Brennan, manager of the Erntown Mining Company, Aberystwyth, was examined as to the use of water in the cleaning of the ore, and said that water was used in both the crusher and the jigger, but the ore was practically dry when delivered at the wharf.

LIKED A LIST TO PORT.

Thomas James Francis, principal Customs officer and receiver of wrecks at Aberystwyth, who was present when the Sutton was being coaled, said he did not see any trimming of the cargo and when coming down to the quay Master told witness he liked a list to port. Before the ship left the quay all hatches were covered and battened down.

Mr. Bucknill: Did you notice anything about the state of the cargo which came down on November 28 and 27.

Witness: The last portion was more slimy than the other.

John H. Thomas, Aberystwyth, who piloted the Sutton out of the harbour, said all hatches were covered and battened down when she was cast off. She was touching ground because there was not enough water.

The Commissioner: Was she dragging?

Witness: Yes, all the time.

Answering Mr. Bucknill, witness said there was 15ft. on the bar, but there was no sea on. He left her after she crossed the bar.

Mr. Bucknill: What sort of bottom is in the harbour—are there big stones?

Witness: Yes, round boulders.

Do you think the ship sustained any damage from the stones?—None whatever.

"ORE MORE LIKE MUD."

By the Commissioner: In shipping ore of the like nature from Australia the cargo was boarded up in the centre of the ship. It was a dry ore, whilst that from Aberystwyth was more like mud. He would not care to go to sea with a cargo of the Aberystwyth ore if the ship happened to meet bad weather.

By Mr. Carpmael (for the owners): The Sutton was perfectly upright when she left.

Edward James, ferryman, Aberystwyth, who helped to load the Sutton, said the cargo was much wetter than similar cargoes loaded in other ships.

Thomas Jones, chemist under the Cambrian Electrolytic Company, said it was not correct to describe the flotation concentrates as mud, because when it was dumped on to the ground it retained its position.

John King, sen., ship surveyor to the Board of Trade, said he went down to Aberystwyth and examined the berth occupied by the Sutton. There was nothing on the floor of the berth to cause any damage to the ship. Describing the ore which he saw in the shed, he said it looked very much like thick Devonshire cream. (Laughter.) So far as he could judge from the evidence as to the loading of the ship there was nothing that would cause the ship any damage.

The court adjourned until to-day (Thursday).



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