

LOSS OF THE "RADYR"

B.O.T. Surveyor on the Ship's Stability

The inquiry into the loss of the Cardiff steamer *Radyr* was continued at the Law Courts, Cardiff, yesterday, this being the seventh day of the hearing. Mr. Hugh Jones, K.C. (Deputy-Stipendiary), again presided, being assisted by Captain William B. Blacklin, Captain F. J. Thompson, and Mr. T. H. Blaker, as assessors. Mr. Allen Pratt (Messrs. Vashell & Co.) again represented the Board of Trade, and Mr. A. M. Ingledew (Messrs. Ingledew & Sons) represented the owners, the Rupert Phillips Steamship Company, Ltd.

Mr. T. C. Wicket, manager of the Mount Stuart Dry Docks, Ltd., was called and produced the tariff with regard to hatches, explaining that there was no distinction made in regard to timber. If they were asked for hatches they supplied the best possible wood. The name "spruce" was used as a general term.

The DEPUTY-STIPENDIARY: In other words, is the position this: Whatever it says at the heading of the tariff, hatch boards are made of a recognised class of timber?—WITNESS: Quite.

Mr. Wicket added that they did not tell the woodman what to pick out, but left it to him. The man knew the right sort of wood to pick out in accordance with the requirements of the Board of Trade. If a shipowner did not prescribe any particular class of wood for the hatches, the foreman shipwright would decide. He would make the selection. That was done in the present case.

The DEPUTY-STIPENDIARY: Are there any general instructions as to what class of timber shall be used?—WITNESS: No, he just takes out what he thinks best.

Witness added that so far as he knew the shipwright knew nothing of the tariff between the ship-repairers and the ship-owners, and went about his work without that knowledge. Witness did not know anything about grades. They supplied the best timber possible.

LOADING FIGURES

Mr. HENRY EDWARD STEEL, a ship surveyor on the staff of the principal ship's surveyor for the Board of Trade, was the next witness. He produced a loading statement he had prepared relating to the *Radyr* on her last voyage. Calculations he had made showed, with regard to the No. 1 hatch, an empty space of 5550 cu. ft., sufficient for 136 tons of the class of coal in that hold. The empty space in No. 2 hold was 3486 cu. ft., sufficient for 89 tons of coal of the kind shipped. In No. 3 hold there was an empty space of 5943 cu. ft., sufficient for 155 tons of coal, representing 15½ per cent. capacity of the hold, while in No. 4 there was 10,036 cu. ft., sufficient for 242 tons of coal, representing 40½ per cent. capacity of the hold. With regard to bunkers, the empty space was about 8923 cu. ft., amounting to 58 per cent. of the capacity of the hold.

Mr. PRATT: Would it have been possible that the coal would have reached up to the level of the hatch coaming?—WITNESS: I do not think so.

EFFECT OF SUDDEN LURCH

With a ship loaded in this way, what would be the effect, say, of a sudden lurch of the vessel in heavy weather?—There would be a distinct tendency for the vessel's coal to shift in all her holds, but especially in Nos. 1 and 4.

We have evidence that there was no trimming in No. 4 hold, and if the vessel met with heavy weather under the circumstances in which we know that the hold was loaded what would be the effect?—A distinct likelihood of the coal shifting.

That would, of course, cause a list?—Yes.

Referring to the circular issued to surveyors with regard to trimming, WITNESS said that all parties concerned with the loading and trimming of steamers had, as far as he was aware, received copies of the circular. With regard to stability, it was found from calculations that the metacentric height was 2.61 ft. That was a perfectly satisfactory position. No complaint had been made in regard to that in any way. It was proof of the stability of the vessel.

WITNESS proceeded to give lengthy evidence regarding the hatches (produced in Court), which he had personally inspected after they were washed ashore on the North Devon coast.

Mr. PRATT: Did you gather from your observations that the whole of the hatches from the *Radyr* were disturbed?—WITNESS: Yes. I judged that all the main hatchways were disturbed, and also the three bunker hatches on the bridge deck, but, of course, that might have been due to pressure of water as she sank. Referring to a fracture in one piece of hatch cover, WITNESS said it would be consistent with it being caused by a blow from the sea.

Mr. Steel had not completed his evidence when the Court adjourned until this afternoon.



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