

REPORT OF TOTAL LOSS, CASUALTY, &c.

No. 60566 in R. B. Wreck Book, p. 74/38

Date of writing this report 5th December, 1938

Vessel's Name *Steel S.S. "Lonsdale"* of *Belfast* Tons {Gross 221
Net 85Built at *Northwich* When *1904* 6 Casualty notice sent to Owner *29/11/38* Owner's reply *x*Owner's Name *M. O'Sullivan*Address *The Gables, Hendrefoilan Road, Pelly, Swansea.*Case previously before
Classing Committee. { Date
Last Minute

Particulars of Classification.

<i>100A1</i> <i>2,38</i>	<i>FLMC</i> <i>MS 12,35</i>
<i>SS 2nd No 3-5,29</i>	<i>BS 8,37</i>
<i>SS No 3-12,35</i>	<i>TS 2,38CL</i>

SOURCE OF INFORMATION.

LONSDALE.—St. Ann's Head, Oct. 23.—British steamer Lonsdale reported ashore Midland Island, Jack Sound, at 5.28 p.m., badly holed, rudder gone, propeller damaged. Crew of six landed at Martin's Haven and proceeding to Milford Haven for accommodation. Wind NE., light breeze, fine, sea slight.

Milford Haven, Oct. 24.—Steamer Lonsdale, of Swansea, master Hegarty, Berehaven for Padstow, in ballast, struck Midland Island, Jack Sound, yesterday afternoon, and remained on rock. Crew landed at Marloes in ship's boat. Accident attributed to breaking of steering gear. Vessel now reported full of water and stern submerged, likely to capsize into deep water soon.

Milford Haven, Oct. 24.—Steamer Lonsdale is lying on rocks practically whole length and wedged between rocks for about one-third length, apparently pierced in centre of hold under engines and in forepeak. Heading NE. with list to port. At low water vessel high and dry, at high water stern submerged and vessel full water. Rudder and propeller carried away, bottom apparently badly damaged. Consider poor prospects of floating.—Lloyd's Agent per Salvage Association.

of Casualty *23rd October, 1938.*

s of particulars of Casualty *This vessel is reported to have gone ashore on Midland Island, near Milford Haven, on the 23rd October, 1938, and it is stated the accident was attributed to the breaking of the steering gear.*

She was lying on rocks practically her whole length and wedged between rocks for about one third of her length, and was pierced in the centre of the hold, in the forepeak and under the engines. At low water she was high and dry and at high water the vessel was full of water with the stern submerged. Prospects of refloating were considered poor.

No reply has been received to the special casualty notice addressed to the Owner on the 29th ultimo. Upon inquiry of the Salvage Association, they state the Underwriters have approved of the sale of the wreck as she lies.

Suggested Record

Date of Committee

Committee's Minute

TUE 6 DEC 1938

*Wrecked 10, 38.**Wrecked 10, 38*

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