



SS Conch (+1903)

Details

general

nationality: [british](#)
 purpose: transport
 type: [tanker](#)
 propulsion: [steamer](#)
 date built: 1892



details

weight (tons): 3555 grt
 dimensions: 103,1 x 13,1 x 8 m
 engine: [triple expansion](#) engine
 power: 324 n.h.p.
 speed:

about the loss

cause lost: [ran aground \(wrecked\)](#)
 date lost: [03/06/1903](#) [dd/mm/yyyy]
 casualties:

about people

builder:  [Gray William & Co., Ltd., West Hartlepool \(Sunderland\)](#)
 owner:  [Shell Transport & Trading Co.](#)
 captain:

about the wreck

depth: 20 max. / -- min. (m)
 orientation:

protected:
 war grave:

updates

entered by: [Vleqqeert Nico](#)
 entered: 12/09/2009
 last update: [Vleqqeert Nico](#)
 last update: 12/09/2009

Position

[insert new position](#)

Pictures



[Vleqqeert Nico](#) 12/09/2009

[Conch](#)

copyrights: [Unknown - onbekend - inconnu](#)
 ref. used: [www.helderline.nl](#)



[insert new picture](#)

History

[Vleqqeert Nico](#) 12/09/2009

On a voyage from Novorossisk to Madras, the British tanker Conch struck the Akarata Rock (Ceylon) and was totally wrecked. More info: [www.divesrilanka.com/DSHikkConch.html](#)

ref. [Hocking C., Dictionary of Disasters at sea during the Age of Steam](#)

[insert new history](#)

About Builder(s)



[Gray William & Co., Ltd., West Hartlepool \(Sunderland\)](#)

William Gray and Company of Central Marine Engineering Works, West Hartlepool, was a shipbuilding firm from 1874-1963. They were the largest firm of shipbuilders in the Hartlepoons and also lasted longer than any other local shipbuilding firm. For a hundred years the company ensured the towns' prosperity by giving jobs to thousands of local people. - - - - - William Gray and Co always maintained its reputation for being in the vanguard of technological and technical innovation. The company regularly topped the output for British shipyards in the last decade of the nineteenth and early 20th century. Between 1883 and 1887 the yard expanded through the acquisition of one ten acre site (Central) and a three berth shipyard (Jackson). Towards the end of the 19th century, demand was for bigger ships which could carry more cargo. This led to the opening, in 1887, of another Gray shipyard at the end of the Central Dock. In 1890 William Gray was knighted. He was active in the civil life of Hartlepool having been the first mayor of West Hartlepool among many other achievements. In 1896 Matthew Gray died in 1896, followed two years later by both Sir William Gray, and Thomas Mudd. This left Sir William's younger son, William Cresswell Gray, as Chairman of the company. In 1898 Sir William Gray died. His surviving son William Cresswell Gray became director of the yards. During WWI output was 30 cargo-liners and tramps built to private order, 13 vessels built to Admiralty order and 30 standard "WAR" tramps built for the Shipping Controller. King George V and Queen Mary visited the yard to boost morale. The yard had a 100-ton hammer head crane which was a Hartlepool landmark until it was demolished in the 1960s. The Company went into voluntary liquidation in 1962. The various yards were either acquired, auctioned or demolished in 1963.