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**PAPERS OF LLEWELYN T. GRIFFITH**

Llewelyn Trefan Griffith, 1865-c.1955, ship's engineer, later Chief Engineer, born in Bangor. He served his apprenticeship at the de Winton engineering works in Caernarfon where he married and lived. He was widowed in 1916 and had one daughter Eleanor, a school teacher who died in 1987. The papers were used by Dr. David Jenkins and he has added some photocopies of register entries and photographs of ships mentioned in the papers.  
For further papers and photographs see XM 8011 and XS 3436.

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Gwynedd Archives and Museums Service  
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Maritime career 1 - 25

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|---|------|----------|--|
| 1 | 1888 | Feb.-May | ACCOUNT OF WAGES of Llewellyn Griffith on the [S.S.] <u>Prydain</u> .<br><br><u>Appended</u><br>NOTE 'first voyage to sea'.  |
| 2 | 1889 | Aug. 6   | TELEGRAM from de Winton, 'Cymro', Liverpool to Llewelyn Griffith, Caernarvon, offering a position as second engineer.  |
| 3 | 1889 | Aug. 30  | LETTER: John William Menzies and Co., engineers, No.50, Side, Newcastle-on-Tyne to Llewelyn Griffiths, 51 Ambrose St., Bangor, offering position as second engineer at £9 per month.   |
| 4 | 1891 | Aug. 14  | CERTIFICATE OF DISCHARGE of Llewelyn T. Griffith, born Bangor, as third engineer on the S.S. <u>Nevada</u> , [transatlantic passenger vessel owned by the Guion line], master John A.R.Cushing. The engagement and discharge was at Liverpool and the voyage to New York.  |
| 5 | 1895 | June 26  | CERTIFICATE OF DISCHARGE of Llewelyn T.Griffith, born Bangor as second engineer on the [S.S.] <u>Hesperides</u> , master ?John Williams. The engagement was at London and discharge at N.Shields.  |
| 6 | 1896 | Dec. 1   | 1. Owen Williams of Mount Stuart Square, Cardiff, co. Glam., ship owner and manager of the steam ship <u>Hesperides</u> .<br>2. Llewelyn Tregan Griffith of 51 Ambrose St., Bangor, marine engineer.<br>AGREEMENT for the employment of Llewelyn Griffith as Chief Engineer at wages of £15 per month. Llewelyn Griffith paid £300 deposit and received shares in the <u>Hesperides</u> as security. |

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| 7  | 1896      | Dec. 1-7 | <p>CHIEF ENGINEER'S SCRAP LOG BOOK of Llewelyn T.Griffith for a voyage on S.S. <u>Hesperedes</u> from Cardiff to Genoa with a cargo of coals.<br/>Part only.<br/>[Engine room logs are rare]</p>  |
| 8  | 1896      | Dec.     | <p>LETTER: Llewelyn T.Griffith, Chief Engineer, S.S. <u>Hesperedes</u>, Genoa to Owen Williams, 20 Mount Stuart Sq., Cardiff asking him to remit to his wife Grace any sum which she might require on account from his wages during any voyages in his employ.</p>  |
| 9  | 1897      | Oct. 12  | <p>LETTER: Owen Williams, ship owner and broker, 20 Mount Stuart Square, Cardiff to Mrs. Griffith, Carnarvon, informing her that he had received a cable from the captian of the <u>Hesperedes</u> stating that the steamer had gone ashore off Cape Harreras and was a total wreck; but the crew were all safe.</p>  |
| 10 | 1899      | Dec. 29  | <p>LETTER: Mackie and Thompson, Govan Shipbuilding Yard, Govan, Glasgow to Mrs. Griffith [wife of Llewelyn T.Griffith] enclosing a newspaper cutting as a souvenir of the S.S. <u>Canganian</u>.</p> <p><u>Attached:</u><br/>NEWSPAPER CUTTING re the launch of S.S. <u>Canganian</u> which was christened by Mrs. Griffith, wife of the commodore engineer to the owners, Messrs. Owen and Watkin Williams and Co. of Cardiff.</p> |
| 11 | 1901-1923 |          | <p>CONTINUOUS CERTIFICATE OF DISCHARGE of Llewelyn Trefan Griffith, Glyn-Elen, Vaynol St., Carnarvon.</p>   |

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| 12 | 1902     | Dec. 5   | TESTIMONIAL LETTER: Maccóll and Pollock, manufacturers of marine engines and boilers, Wreath Quay Engineering Works, Sunderland re the work of Mr. Llewelyn Griffith who had acted as guarantee engineer in the steamers <u>Silurian</u> , <u>Demetian</u> , <u>Ordovician</u> , <u>Venedotian</u> and <u>Goidelian</u> . [It is normal practice for engine builders to appoint a 'Guarantee Chief' at their expense to oversee the operation of new machinery for the first voyage as part thereof.] |
| 13 | 1904     |          | LETTER from the Greek Consul General, Messina to Llewelyn Trefan Griffith, Chief Engineer, S.S. <u>Coranian</u> of Cardiff, <u>?Greek</u> .   |
| 14 | 1912     | July 4   | ABSTRACT OF ENGINE LOG, S.S. <u>Snowdonian</u> voyage 10, including details of departures and arrivals, revolutions, speed, steaming time, consumption, the donkey boiler and consumption of oil. Signed by Llewelyn T. Griffith.   |
| 15 | 1916     | May-June | LANDING PERMIT for Marseilles issued to Llewelyn T.Griffiths, Chief Engineer, the S.S. <u>Tavian</u> .<br><br><u>Document defective: torn.</u>  |
| 16 | [c.1917] |          | DAMAGE REPORT by Llewelyn T.Griffith on damage to S.S. <u>Edernian</u> after striking a mine. [Llewelyn Griffith had been sent by the owners to represent them as a Superintendent Engineer at the joint survey].   |
| 17 | 1919     | April 10 | TELEGRAM from [Owen and Watkin Williams], Cardiff to [Llewelyn] Griffith, Glynellen, Bangor Rd., Carnarvon offering him the berth of Chief Engineer on either of the two German steamers allocated to them for management by the Ministry [of Shipping].  |

- 18            1920            May 27            TELEGRAM: Williams and Mordey, shipowners, Cardiff to Llewelyn Griffiths, Glynellen, Vaynol Rd., Carnarvon offering a berth as Chief Engineer in a new vessel.
- 19            1920            May 27            TELEGRAM: [William and Mordey], Cardiff to [Llewelyn] Griffiths stating that Owen and Watkin Williams approved of his taking their job. [Owen and Watkin Williams with whom he had served for many years had been selling tonnage and reducing staff].
- 20            n.d. post 1931            ARTICLE about the firm of Owen and Watkin Williams who were born and brought up at Pwllparc farm near Ederne and were amongst the foremost of Cardiff's shipowners during the first decade of the twentieth century.  
Photocopy.
- 21            n.d.            PHOTOGRAPH of the Arvonian built for Owen and Watkin Williams at Stockton-on-Tees in 1905. The vessel was a Q-ship during the First World War.  
Photocopy.
- 22            1896-1897            PAGE from Lloyd's Register containing the registration of Hesperides.  
Photocopy.
- 23            1923-1924            PAGE from Lloyd's Register containing the registration of H.H.Asquith.  
Photocopy.
- 24            n.d.            FORM: World Ship Society Standard Fleet List Form for Prydain.  
Photocopy.
- 25            n.d.            FORM: World Ship Society Standard Fleet List Form for Hesperides.  
Photocopy.

Personal Correspondence 26-47

- 26            [?1904-08]            LETTER: part, from Llew[elyn Trefan Griffith] to his wife from Naples about an earthquake at Messina and Keggio. There were several ships loading materials for building temporary habitations for the homeless and destitute. He asks her to send, 'The Life of Lloyd George' for him to lend to people.
- 27            1908            Nov. 11            LETTER: Llew[elyn Trefan Griffith], S.S. Snowdonian, 'possibly' St. Nichals, Azores to his wife Grace, informing her that they would be off St. Nichals at noon of the 13th to land passengers. He speaks of their bereavement. They were calling at St. Nichals because they had encountered a sailing vessel Henry Clausen of Bath Maine U.S.A. in distress and had rescued all on board. He describes the rescue and the bravery of the captain's wife. He describes the voyage.
- 28            1916            Feb. 10            LETTER: [Llewelyn Griffith] S.S. Tavian Vladivostock to his daughter Eleanor describing his voyage to Japan. He hopes that she will continue at school at Dolgelley despite the difficulties [?homesickness]. He describes the probable voyage home and jokes about capturing a German submarine. He hopes to be home in June.
- 29            1919            April 23            LETTER: [Llewelyn T.Griffith] S.S. Karl Leonhardt, Leith to his daughter Eleanor describing the ship. They were loading coal for Cardiff and then would probably go to Monte Video. He enquires about her financial needs.

- 30            [1919]        July 14        LETTER: [Llewelyn T.Griffith] S.S. Karl Leonhardt, Roath Dock, Cardiff to his daughter Eleanor informing her that his father was ill. He did not think he would be able to visit him. The tippers who tipped the coal on board the ship were on strike. He asks her to decide whether she should go.
- 31            1919            Sept. 10        LETTER: [Llewelyn T.Griffith] S.S. Karl Leonhardt to his daughter Eleanor discussing Eleanor's time at home. They had discharged a cargo and had coal on the deck, it was difficult to keep the room clean. He talks about the voyage up river. The ship carried 2 Marconi operators. He was sorry to hear that Cassie had 'broken down. The ship's medical book says her complaint is quite numerous amongst women and capt. says that she will get well again'. He was glad she had visited taid. He asks if she had ordered the serge suit for him and about her costume. O. and W.Williams had another German steamer to manage. There were 2 German steamers close to their anchorage with their machinery deliberately damaged, so they could not be requisitioned. They would probably load and go to Beunos Ayres or La Plata to finish and then proceed to St. Vincent for orders. He hoped to be in home waters about the end of October and that money was being advanced by the office, who were also letting her know the movements of the ship.
- 32            1919            Sept. 19        LETTER: [Llewelyn T.Griffith] S.S. Karl Leonhardt, Beunos Ayres to his daughter Eleanor, telling her that they were loading to proceed homeward. They were to discharge the cargo at Hamburg, Emden or Rotterdam. The ship was a slow ship. Native industries were not conspicuous, some of the crew had bought parrots and canaries. He hoped to complete the brass stands before they reached home. By the time the letter reached her she would be



32 (continued)

back at college. The ship had been painted. He had had less headaches in the present ship than for years, perhaps it was the good ventilation of his room.

33            1919            Nov. 16

LETTER: [Llewelyn T.Griffith] S.S. Karl Leonhardt, ?Malta to his daughter Eleanor informing her that they had arrived there that morning from Gibraltar. They would have finished coaling there but the ship's crew were very slow. The second mate had spent £56 that voyage and had almost been left behind at Algeciras. He asks if she had placed an order with G.O.Griffith for a new suit of clothes for him. He had finished both of the brass stands. He asks her to write to him at Trieste.

34            1920            June 27

LETTER: [Llewelyn T.Griffith] S.S. H.H. Asquith, Newport News, Virginia, to his daughter Eleanor describing the maiden voyage of the vessel averaging 8.7 miles an hour. He complains about having a man with no previous experience during a maiden voyage as it tied him down. He also describes the ship and the crew.

35            1920            July 8

LETTER: [Llewelyn T.Griffith] S.S. H.H. Asquith, Newport News, [Virginia] to his daughter Eleanor congratulating her on a good reference from Mr. Pritchard. He would not like her to take a post too far from home. He enquires about her finances. There were 87 ships there, all awaiting orders, there was reason to believe the government were showing preference to American ships. He had been checking the machinery. He wonders if he had done the right thing in leaving her all alone.

- 36            1921            April 3            LETTER: [Llewelyn T.Griffith] S.S. H.H. Asquith, Antwerp to his daughter Eleanor telling her that he had not received a letter from her, perhaps because of the coal strike. He had gone ashore the previous night for the first time and had 'the usual feed' of ham and eggs and tea, 'the price was extra stiff'. It was surprising how many spoke English. The prospect of making another voyage was bleak as there were so many ships 'layed' up; but they seldom expected the Chief [Engineer] to clear out as the machinery needed constant attention even when at a stand still. There were quite a number of huts used by the British Expeditionary Force by the ship, some had been 'done up' with minature gardens front and back. The mate and his wife had been to Brussels. There were some lighters alongside with cabins and windows draped with lace curtains, his wife always remembered them: The people took off their clogs before going down to the cabin. He talks about Eleanor and getting a bungalow. They had received orders to take on coal.
- 37            1921            April 8            LETTER: [Llewelyn T.Griffith] S.S. H.H. Asquith, Antwerp to his daughter Eleanor. They had taken aboard coal, they were lucky not to be in a home port where they would be refused coal. The third engineer wanted to leave and the writer felt he had taken advantage of him. He heard that there were hundreds of engineers walking the streets of Cardiff seeking employment. His employers were pleased with him and the handling of repairs in mid Atlantic. He was sending her a panama and vanity bag. When he was ashore he noticed that the Germans had taken all the brass handles, knockers etc. for munitions.
- 38            1921            April 13            LETTER: [Llewelyn T.Griffith] S.S. H.H. Asquith, Antwerp to his daughter Eleanor telling her that they would leave for Brixham and then to Bermuda for orders. Mr. Mordey would sail with them. The Captain was leaving, the Mate had asked for the job. He had heard that Captain

38 (continued)

Pugh had been elected to the Harbor Trust and tells her she would see 'some fun'. He had bought two pairs of model clogs. He hoped the engines would work better that time. He also hopes the problems in Britain would be cleared away 'no one knows what depredation the colliers may to in their desperation, they are an uncivilised lot at the best'.

39            1921            Sept.

LETTER: on Willias and Mordey headed paper, from [Llewelyn T.Griffith] S.S. H.H. Asquith, Port Said to his daughter Eleanor. He describes 'the voyage, the only problem being the heat during the day and the closeness at night'. He talks about changes in the crew and jokes against the new apprentices [for photograph of one see XS 3437/6]. He talks about clothes missing and in need of repair. They were not making the desired progress and they were too far to receive 'home news' on the wireless. It would be a Sunday job to proceed through the canal which would mean that he would be on duty almost all the time with the Engineer of the watch. Their voyage would take them to Aden, Colombo, and Trincomali, Ceylon. The temperature at the back of the engine room where he washed his clothes was 110F.

40            1921            Sept. 18

LETTER: [Llewelyn T.Griffith] S.S. H.H. Asquith, Aden to his daughter Eleanor describing how hot the voyage down the Red Sea was. He describes the natives selling ostrich feathers. He was having baths in sea water twice a day because of the heat. The Arabs had done well during the war. He describes mending his clothes, and the native children.

- 41            1921            Nov. 13        LETTER: [Llewelyn T.Griffiths] S.S. H.H. Asquith, Williamstown, Melbourne to his daughter Eleanor telling her that they had arrived there after calling at Newcastle for bunker coal. They were leading a cargo of flour for Alexandria but he presumed the ultimate destination was the Russian Relief Committee. He talks about attending the Welsh church. He talks about Armistice Day and the death of his wife. He tells her about two stowaways from Colombo. He had written to Captain Jones, Wellington Terrace with a contribution towards the cause at Moriah. There had been contention about washing and painting the engine room. He mentions mutual acquaintances and send her a Christmas box to spend on Crepe de chine.
- 42            1922            Jan. 2        LETTER: [Llewelyn T.Griffith] S.S. H.H. Asquith, Alexandria to his daughter Eleanor telling her that he had injured his foot. Personal news.
- 43            1922            July 21       LETTER: [Llewelyn T.Griffith] H.H. Asquith, Las Palmas to his daughter Eleanor talking about a voyage from Durham. He likes Las Palmas.
- 44            n.d.                                LETTER: [Llewelyn T.Griffith] H.H. Asquith, Mount Stuart Dry Dock, Cardiff to his daughter Eleanor. He was leaving the company [Williams and Mordey]. Personal news.
- 45            1924            July 28       LETTER: Stephen H.Heslop S.S. H.H. Asquith, Las Palmas, to Llewelyn T.Griffith, Glyn Elen, Vaynol Rd., Carnarvon talking about Llewelyn Griffith's visit to the Palace of Engineers at the Exhibition. The ship was 'dead' without him.

- 46            1937            April 6       LETTER: T.Rees Thomas, clerk and  
superintendent, Trustees of the Port of  
Caernarvon, Harbour Office, Caernarvon to  
Llewelyn Griffith, Glyn Helen, Vaynol  
Rd., Caernarvon informing him that he had  
been elected a member of the Board in  
place of Col. Vaughan Wynne.
- 47            1953            May 16       LETTER: John J.Morris, Henar, Garth Rd.,  
Portmadoc, Senior Chief Engineer, Blue  
Star Line Ltd., to Llewelyn T.Griffith,  
Glyn Elen, Vaynol Rd., Carnarvon, asking  
whether he was the Chief Engineer in the  
old Cardiff firm of Owen and Watkin  
Williams. The writer had made his first  
voyage in their Mervinian and was on her  
when lost in the Bay of Biscay in October  
1907.

Miscellaneous 48-53

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|----|---------|----------|---|
| 48 | 1918    | April 25 | IDENTITY AND SERVICE CERTIFICATE issued to Llewelyn Griffith, Chief Engineer by the British Mercantile Marine.  |
| 49 | 1922    | Feb. 13  | LETTER: Board of Trade, Marine Department, (War Medals Branch), Cornwall House, Stamford St., London to Mr. L.T.Griffith forwarding the British War Medal and Mercantile Marine War Medal. [For medals see X Curios Acc.8020].  |
| 50 | 1922    | Feb. 13  | AUTHORITY to wear war medals for the Mercantile Marine issued to Llewelyn Trefan Griffith.  |
| 51 | [?1955] |          | NEWSPAPER CUTTING: <u>Caernarvon and Denbigh Herald</u> containing an article about Llewelyn T.Griffith, Glyn Ellen. Vaynol Rd., Caernarvon who celebrated his 90th birthday. The article talks about his life including the brass models he had made after his retirement.                         |
| 52 | n.d.    |          | NEWSPAPER CUTTING: re the appointment of Mr. Llewelyn Roberts, second son of the late Mr. and Mrs. R.Luther Roberts, Acer Las, Craig y don, Llandudno, as chief engineer of the new Cunader 534, the largest liner in the world. He was first cousing of Llewelyn Griffith, Vaynol St., Caernarvon. |
| 53 | 1924    | May 15   | STANDING ORDERS of Caernarvon Harbour Trust.  |

**LLUNIAU  
PHOTOGRAPHS**

1. Llewelyn T.Griffith and colleague, New York, n.d..
2. Llewelyn T.Griffiths at his desk in his cabin S.S.Arvonía, 1907. [Same as XS3436/9]
3. Llewelyn T.Griffith, Parch.  
R.G.Williams, Twrgwyn, Bangor and Parch. W.J.Griffith, ?Dowlais chaplains with H.M.Forces 1914-1918, and the mate of the Edernian.  
Llewelyn T. supervised the repair of Edernian. The mate of the Edernian was drowned when the ship was torpedoed when crossing the English Channel after leaving Dieppe.  
Photograph taken Dieppe July 1917.
4. The S.S. H.H. Asquith in Hull Drydock, July 1921.
5. The Third and Fourth Engineers of H.H. Asquith, Barry Dock, Aden, August 1921.
6. Elliot, apprentice on H.H. Asquith who was making his first 6 months voyage. He is carrying one of the biggest engine room spanners which he took up to the Captain to wind the ship's chronometer [joke]. Photograph taken Barry, Aden, August 1921. [See XM 8020/39].
7. S.S. H.H. Asquith loading wheat at Portland, Victoria, Australia, 16 May 1922.
8. H.H. Asquith below cranes at Barry or Cardiff, n.d..
9. 5 men including Llewelyn T.Griffith on board the Tavian, c.1916.
10. La Marguerite leaving Menai Bridge pier, postmark 25 July 1905. Colour postcard.



**CURIOS**

X Curios Acc.8020

1. MEDAL: Mercantile Marine War Medal.
2. MEDAL: British War Medal issued to the Mercantile Marine.

The medals were issued to Llewelyn T.Griffith, Glyn Elen, Vaynol Rd., Caernarfon in 1922. They are in their original boxes and envelopes.

[For other papers including the authorisation to wear the medals see XM 8020].