

London County Council.
CHIEF ENGINEER'S DEPARTMENT.

THE "CUTTY SARK".

Minutes of the fourth meeting of the Committee held at the
County Hall on Wednesday, 19th July, 1950.

1. Present - Mr. J. Rawlinson (Chairman)
Mr. F.G.G. Carr
Capt. Glasier
Mr. A.T. Lemmon
Mr. C.K. Maddox
Mr. J.M. Robertson
Capt. Steele
Mr. K.H. Lambert
Mr. R.G. Harris (Secretary)

2. The minutes of the meeting held on 19th June were approved.

3. Matters arising from the minutes - Mr. Robertson considered that the estimate of £1,000 for the survey of the ship in dock and the necessary works arising from it was too low. Capt. Glasier thought it would be safer to say £3,000 but pointed out that any essential repairs carried out at this stage would reduce the cost of the ultimate reconditioning. The Chairman said that the position might arise, so far as the Council was concerned, that it would have to pay £3,000 for this work and then decide not to take over the ship, in which case this sum would be lost to the Council. Mr. Maddox was under the impression that it was intended only to carry out repairs rendered necessary by the survey. Mr. Carr concurred and pointed out that the examination could be stopped as soon as any serious deterioration was discovered. It was agreed that the figure of £500 for towing, docking and insurance should be adhered to and that the figure for survey and possible repairs should be amended to £3,000.

Capt. Glasier mentioned that he had enquired as to the possibility of obtaining the use of a small dock in London or at Tilbury and he thought that this might be possible if the P.L.A. were approached. The Chairman quoted Commander Coleman's letter of 29th June in which it was stated that the only site available was at Rainham and suggested that Capt. Glasier should pursue his enquiries through him. Capt. Glasier agreed to this course and the Chairman undertook to speak to Commander Coleman before he did so.

Mr. Maddox referred to the question of insuring the ship during the survey and its towing to and from a dock in the P.L.A. area and said that, on an assumed value of £10,000, insurance to cover all risks would cost about £35. In response to an enquiry by the Chairman Capt. Glasier said that an insurance which would cover the L.C.C. in every respect would cost not more than £60-£70. After discussion it was agreed that it would be desirable for the present owners (The Thames Nautical Training College) to arrange for all necessary insurances in their name.

The Chairman asked Capt. Steele if he had anything to add to his statement made at the previous meeting regarding the use of Greenhithe as a temporary berth. Capt. Steele said that his Committee would not wish to hurry the L.C.C. if, after examination, the Council decided to take over the ship, and would be willing for her to remain at Greenhithe for, say, six months after returning from the dock.

4. Maintenance of ship while in temporary berth - Capt. Glasier said that on the assumption that the Cutty Sark ultimately would be taken over by the L.C.C. it would be desirable for a maintenance party to be placed on board to carry out repairs to the hull and the rigging. He would be able to arrange for the supervision of the party and he estimated the total annual cost at £2,500. When no repairs were being carried out day and night watchmen only would be required at an estimated annual cost of

£700-£800. Mr. Lemmon mentioned the deterioration which had taken place in the lower masts. Mr. Robertson said that this could be effectively overcome by fitting doubling plates and filling with cement. This would give a life of many years and would be quite sufficient in view of the fact that the ship would not be required for sea-going purposes. Mr. Raddox pointed out and Capt. Glasier agreed that this work could not be carried out by the maintenance party.

5. Cost of reconditioning vessel - The Chairman said that in the preparation of the Committee's report it would be desirable to give separate estimates for the reconditioning of the ship as distinct from the cost of constructing the permanent dry dock and placing the ship in it. This was agreed. Considerable discussion followed on the amount and cost of the work which would be necessary to restore the ship to a condition which would be suitable for exhibition. It was agreed that a sum of £75,000 would be required for this purpose and that in submitting the report it should be emphasised that this figure had been arrived at without detailed examination and was, therefore, on the "high" side.

6. Construction and cost of permanent berth - The Chairman described the method of constructing the permanent berth and of floating the ship into it. He asked if the Committee could suggest any other method which would be more simple and less costly. It was agreed that in view of its condition the ship would require careful handling and that the method described by the Chairman was the only practicable one. The estimated cost of the permanent berth as described was £175,000.

The question of using a floating section of the "Mulberry" harbour or a disused Admiralty floating dock was suggested by Capt. Glasier and Mr. Lemmon undertook to make enquiries as to whether either of these were available and suitable.

It was agreed that the site "C" on the plan submitted by the Chairman would be the most suitable for a permanent site.

7. Next meeting - It was agreed that the next meeting should be held on August 14th and, at Capt. Glasier's invitation, that it should take place on one of the Blue Funnel Line's ships.



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