

"CUTTY SARK"

In accordance with instructions and in company with Captain M.B. Glasier, C.B.E., this vessel was superficially examined by the Under- signed as she lay afloat in the Thames at Greenhithe, on Thursday, March 9th, 1950, with a view to ascertaining her suitability for preservation in Dry Dock.

Sand ballast (stated to be about 400 tons) had not been shifted, the vessel had not been in any way prepared for survey and structure underlying hold ceiling was accessible only in one place at the forward end of the hold. Spars, sails, rigging and equipment were not examined at this time, caulking was not tested and no fastenings were drawn.

Captain Glasier, after personal examination, states that although the masts, yards and standing rigging had clearly been badly neglected for many years, they nevertheless appeared in general in such a condition that with a thorough overhaul and re-conditioning they could be placed in suitable condition to enable the vessel to be fully rigged for the purposes in mind at the present time.

The topsides were examined as far as practicable from a small boat and appeared to be generally in fair if somewhat neglected condition. Minor damage was noted on the face of the stem and wind and water sheathing appeared to be somewhat wasted and/or damaged. Small portions of ragged sheathing, removed at this time, were found to be wasted and brittle.

The softwood poop deck was found to be considerably wasted and unsatisfactorily patched and should be renewed. Other decks appeared to be sound and efficient subject to sundry minor repairs.

Bulwarks (steel) were found to be thinned and perforated in places.

Tween deck structure was examined as far as practicable and found generally satisfactory.

Hold structure above bilge stringer was examined and many fastenings hammer tested with satisfactory results.

Structure in the peaks was found to be extensively rusted but generally in fair condition.

It was noted that diagonal tie plates were extensively corroded in places, but that adjacent steel or iron structure was sound and satisfactory and this condition was also observed in the main frames in a number of places. The inner surface of outside planking above bilge stringers appeared to be generally satisfactory.

It is considered that all outside woodwork should be cleaned off and all rusted steel or ironwork should be chipped to bare metal when, if adequately recoated, it is confidently considered that local repairs of a minor nature would place the vessel in satisfactory condition for the purpose intended.

It is, however, suggested that this ship should be kept afloat till such time as she can be permanently established in Dry Dock.

The small section of structure below hold ceiling accessible at this time was found to be considerably wasted, such floors as could be seen being extensively corroded. It is suggested that all ceiling should be removed and cement fitted throughout the bilges covering the box keelson and extending up the bottom to the lower keelson and that when finally placed in Dry Dock she should be bedded in cement up to the lower turn of her bilge.

It would appear that if so berthed and attended that maintenance would be efficient, this vessel might be preserved indefinitely.



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