

"CUTTY SARK"

1 + 3.

March 1st 1951. At the request of Mr. Rawlinson (Chief Engineer) with the approval of Mr. Sutherland Superintending examined the above vessel in Millwall Dry Dock.

In attendance Mr. C. K. Maddox (Shipyard Manager R. H. Green & Son Ltd.)
Mr. Sutherland (Shipwright Foreman ")

Mr. Briggs Mr. Rolph & Mr. Thomas (on Mr. Rawlinson's staff).

Mr. Maddox stated that from internal sights rigged prior to dry docking no longitudinal movement was observed during dry docking. The process of docking, & that of resighting about 12 hours after the dock had been pumped dry a leakage of only 5 1/2" was recorded from the sights.

It was observed that the sheathing while generally in fact was torn & perforated in places & had become generally brittle (light hammer tapping causing local perforation). Apart from customary strain shown during dry docking the vessel had not been in any way prepared for survey & the following recommendations were made:-

Bottom sheathing to be removed as required exposing bottom planking in indicated places forward amidships & aft. In the vicinity of garboards, wood keel & plank ends (stem & stern post) & in way of apparent damage to face of stem. Timber exposed by removal of sheathing to be scraped bright. Collar at base of wooden trunk to be removed.

6 frame - plank bottom fastenings each side to be drawn & caulking to be tested.

Mr. Rawlinson who attended later instructed Mr. Maddox to proceed with these recommendations & I was informed that the vessel would be ready for further examination on the morning of Wed. March 7th.

It was observed that the vessel appeared to be sitting evenly on suitable soft wood skids on top of keel blocks & that bilge shores had been fitted port & starboard.

It was stated that three bilge shores had been fitted when the dock had been pumped & after the vessel had settled on her blocks.

It is known that the ship is deficient in the matter of keel bottom bolt fastenings & that her floor plates (frames) have become seriously wasted.

It was observed that the metal sheathing on the sides of the wood keel was somewhat rusted throughout the length of the keel & it is considered that this condition might suggest minor vertical movement between the wood keel & garboards.

No arrangements have been made as in respect of shifting or removing inside ballast (sand).

It was suggested to Mr. Rawlinson that after the survey on March 7th the Cutty Sark should be moved to Millwall Dock with a view to the vessel being



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Committee report in preference to the expression of
isolated opinion & it is understood that this meeting
may be arranged.

H.R.



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