

3rd March, 1951.

"CUTTY SARK".

March 1st, 1951. At the request of Mr. Rawlinson (Chief Engineer L.C.C.) and with the approval of Mr. Shephard, superficially examined the above vessel in Millwall Dry Dock.

In attendance Mr. C.K. Maddox (Shipyard Manager, R & H. Green & Silley Weir Ltd.)
Mr. (Shipwright Foreman. -do-
Mr. Breeze, Mr. Robb and Mr. Thomas (on Mr. Rawlinsons Staff).

Mr. Maddox stated that from internal sights rigged prior to dry docking no longitudinal movement was observed during the process of docking, and that on resighting about 12 hours after the dock had been pumped dry a breakage of only 5/16" was recorded from the sights.

It was observed that the sheathing, while generally in tact, was torn and perforated in places, and had become generally brittleized (light hammer tapping causing local perforation). Apart from customary clean down during dry docking the vessel had not been in any way prepared for survey, and the following recommendations were made:-

Bottom sheathing to be removed as requested, exposing bottom planking in indicated places forward amidships and aft, in the vicinity of garboards, wood keel and plank ends (stem and sternpost) and in way of apparent damage to face of stem.
Timber exposed by removal of sheathing to be scraped bright.
Collar at tail of rudder trunk to be removed.
6 frame - plank bottom fastenings each side to be drawn.

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

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

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

It is known that the ship is deficient in the matter of keel bolt fastenings, and that her floor plates have become seriously wasted.

It was observed that the metal sheathing on the sides of the wood keel was somewhat rucked throughout the length of the keel, and it is considered that this condition might suggest minor vertical movement of the wood keel.

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

It was suggested to Mr. Rawlinson that after further examination on March 7th, the "Cutty Sark" Exploratory Committee might meet at Millwall Dock with a view to the presentation of a Committee report, in preference to the expression of isolated opinion, and it is understood that the meeting may be arranged.

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