

March 7th 1951 :- As arranged; the above vessel was examined, as far as practicable, in Millwall Dry Dock, with Mr. Maddox, Capt. Glasier, Com<sup>d</sup>. Villiers, Mr. Robb and Mr. Thomas in attendance.

Removals etc. as previously requested had been satisfactorily effected. Where sheathing had been removed the structural timber was found to be in satisfactory condition, felt underlying the sheathing being generally dry and in good order; and tallow on the planking reasonably plastic and efficient.

Plank fastenings as removed above and below the waterline were found to be efficient, (if slightly britallized in places). (It is understood that analysis may be arranged by the L.C.C.) These bolts rang sound to hammer testing and appeared to be in much better condition than anticipated.

Caulking was tested where sheathing was removed and found generally satisfactory.

It was noted on this occasion that the rocking of the metal sheathing on the sides of the wood keel was more obvious at the ends than in the midship length of the vessel and that in the vicinity of the garboards aft there was some local minor bulging, (particularly on the starboard side). Minor weepage was also noted from garboard seams at the forward and after ends.

Planking around the foot of the Rudder Trunk was found to be somewhat ragged, but efficient for intended purposes.

Minor damage to upper stem was found to be confined to the face piece and not the stem proper.

Minor damage was observed in way of a plank seam on starboard side forward (wind and water).

The above details were later indicated to and corroborated by the Members of the Cutty Sark Exploratory Committee and others on the Dock bottom.

They after the Committee met in Mr. Maddox's Office when the following recommendations were detailed and approved for presentation by Mr. Rawlinson to the L.C.C.

1. Metal sheathing to be removed for the entire length of keel, and upper & lower seams of garboard strakes (p & s) to be recaulked throughout. Felt to be trimmed and detached, sheathing edges to be refastened. Exposed timber (keel and garboards) to be adequately tarred, (due to short supply of replacement sheathing).
2. Minor damage to stem facing to be dressed fair and made presentable.
3. Plank fastenings (where removed) to be renewed.
4. Suitable graving pieces to be fitted in way of minor damage at plank seam on starboard side forward (wind and water).
5. Templates to be made at this time (or suitable data established) in order that the vessel may be adequately cradled at next docking.

The proposal to exhibit "Cutty Sark" in a deep water berth, during the forthcoming Festival was discussed and recommendations made re. necessary painting etc; Com<sup>d</sup>. Villiers kindly arranging to prepare forthwith a brief specification of necessary rigging renewals and repairs.