EGISTER, NEWCASTLE.

21 AUG '35

TELEPHONE Nº 21391 (3 LINES)

Lloyd's Register of Shipping.

Collingwood Buildings, Newcastle-on-Tyne, 1.

20th August 1935.

Dear Sir,

With reference to Newcastle Report No. 92860 for First Entry of the all-welded vessel "JOSEPH MEDILL", Messrs. Swan, Hunter & Wigham Richardson Ltd., Yard No. 1507, we have to report that a loaded trial was held off Grangemouth on 3rd instant at which Representatives of the Owners and Builders were present. As difficulty was experienced with the steering of the vessel, it was decided to bring her back to the Builders' Yard at Wallsend, where, after consultation with Mr. G. S. Baker of the National Tank, it was decided to dry dock the vessel in her loaded condition and to effect some modifications to the propellers and to the stern skegs. In view of the vessel being constructed with central brackets to the floors without a continuous centre girder, special precautions were taken in arranging extra support at the centre line, side bilge blocks, three intermediate blocks, side shores and shores at the after end.

The central and bilge blocks were carefully

"JOSEPH MEDILL". 20th August 1935.

lined off before the vessel entered dock, soft wood capping pieces being used where necessary and eight sights were erected on deck longitudinally, also transverse sights amidships while the vessel was afloat.

After docking, a careful inspection was made at each of the bilge blocks and along both sides of the central supports, when it was found that the weight was being equally distributed throughout, it being calculated that the average load on the blocks was 4.3 tons per square foot.

Readings from the sights showed no deflection at the transverse sights and a maximum upward movement of 1⅛" at No. 5 sight fitted between Nos. 2 & 3 hatchways, and after refloating the maximum deflection was found to be ¼" at No. 5 sight.

While in dry dock some slight indentations in the shell caused by contact with tugs and with the Grangemouth Dock Wall were faired in place. The propellers were removed to the shops, 1¼ inches cut from tips, thus reducing the diameter from 5'-6" to 5'-3½", afterwards rebalanced and re-fitted in place. The central skeg was extended about 4'-0" aft and plate skegs .62 in thickness were fitted by welding under the bossing on each side about 14'-0" long x 2'-2" in depth. The two rudders were reduced in width, 6" being taken off the leading edge.

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The arrangements for docking and fitting of the skegs are shown on the two plans enclosed with this report.

The vessel undocked on 9th instant and carried out a further loaded trial off the Tyne on 10th instant, at which Mr. A. Watt was present and the steering was then found to be satisfactory.

As this is the first time we have been in attendance at the docking of an all-welded vessel in a loaded condition (light weight 764 tons plus 2945 tons of coal, oil, water and stores = 3709 tons total weight) and in view of the special construction and contemplated Class, we have considered it desirable to report fully on the case for your information and for record purposes.

Mr. T. B. Coull was in attendance during the docking on behalf of the Underwriters.

We are, Dear Sir,
Yours faithfully,

R. G. Lumbree
A Watt

The Secretary,
LONDON.

Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.