



Lloyd's Register of Shipping,

Collingwood Buildings, Newcastle-on-Tyne, 1.



29th July 1936.

Reference

The Secretary,
LONDON.

Dear Sir,

"JOSEPH MEDILL" Enquiry.

At the request of Mr. Watt I attended the Board of Trade Enquiry into the loss of the all welded motor ship "JOSEPH MEDILL" when Judge Richardson delivered the findings of the Court at the Moot Hall, Newcastle on Tyne, today.

Some thirty three questions submitted to the Court were read and the replies thereto, together with a long annex to the Report.

From these it was found, among other things, that :-

- (a) The most probable cause of the loss of the ship was ice, there being a considerable amount of ice in the vicinity of Belle Isle when the vessel might have been expected to reach that position, viz :- 24th August 1935.
- (b) The method of construction of the ship, viz :- by electric welding, was prudent.

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m.s."JOSEPH MEDILL".

29th July 1936.

- (c) The vessel was in a seaworthy condition for the transatlantic voyage, and her loading and stability were satisfactory.
- (d) The Board of Trade was justified in granting a wireless exemption for the voyage.

The annex gave a long dissertation on the comparative strength of ships and of welding in general, referring particularly to stiffness of structure. It stated that every precaution it was possible to foresee had been taken in fixing scantlings and in the design of the ship, and that it had been proved beyond doubt that the workmanship was of an excellent standard, and that the problems in regard to welding had been worked out beforehand.

It was inconceivable that any faulty work would not have been noticed.

Further, it was clear that the Board of Trade had no option in granting a wireless exemption, though it may be a matter of serious consideration whether wireless should not be temporarily carried in future similar cases.

I think the above Summary covers the principal points raised, though there were many others.

I am, Dear Sir,
Yours faithfully,

H. T. Keeler

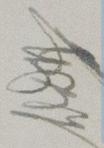
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Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

held
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