

# AT WRECK INC

OPINION THAT IT IS  
"A COMING THING"

## Riddle of Tyne-Built Vessel That Vanished

### CHANGES TO STEERING

EXPERTS on ship construction gave evidence when the inquiry into the disappearance of the Tyne-built all-welded ship the Joseph B. Medill was resumed at the Moot Hall, Newcastle, to-day. They expressed approval of welding as a method of construction and one said it was "a coming thing."

It was stated that on the vessel's trials it was found that she was turning too quickly and alterations were made to her stern to increase the resistance of the stern to helm action and turning.

### SISTER SHIP SATISFACTORY

THE Joseph B. Medill was built by Messrs. Swan, Hunter and Wigham Richardson, of Wallsend, for service on the Canadian Lakes. She left the Tyne on August 10, 1935, on her maiden voyage with a crew of 16 and was never seen after passing Dunnet Head, Caithness, two days later.

The inquiry was conducted by Judge Richardson sitting as Wrecks Commissioner, with three assessors, Commodore H. Stockwell, Captain Piers de Legh and Mr. J. L. Scott.

Mr. O. J. Bateson appeared for the Board of Trade; Mr. A. Ross for the Navigators' and Engineers' Union and the National Seamen's Union; Mr. H. Ingledew for Lloyds; Mr. E. W. Brightman for the owners the Quebec and Ontario Transportation Company, Ltd.; and Mr. G. St. C. Pilcher, K.C., for the builders. Neither Mr. Brightman nor Mr. Pilcher is a party to the inquiry.

#### SISTER SHIP SATISFACTORY

Yesterday Mr. Bateson put forward six possible causes of disaster, some of which he said were highly improbable, and the most probable being that the vessel met ice.

The last witness yesterday was Captain Joseph S. Dee, the captain of the Franquelin, sister ship to the Joseph B. Medill, and which was constructed to replace the lost ship.

He said that until he took the Franquelin across the Atlantic he had never been in an all-welded ship. "I would rather be in an all-welded ship now, for I have got used to them," he said. "I think they are far superior to riveted ships."

#### SURVEYOR'S EVIDENCE

##### Construction of Vessel Satisfactory

The first witness to-day was Thomas Young Timmoth, a first-class certificated Tyne pilot who said that he took the Joseph Medill on her trials on August 10.

The ship steered well, he said, and he had no criticism or complaint to make.

George Daniel, ship's surveyor to the Board of Trade, said he was satisfied with everything he saw in connection with the construction of the ship.

Mr. W. W. Harris, another Board of Trade surveyor, said he issued certificates for the life saving appliances. The vessel had two steel lifeboats capable of holding 21 people each.

Mr. A. G. Akester, senior ship's surveyor to Lloyd's Register, said the workmanship on the vessel was excellent.

The welding was as good as he had seen on any ship.

Asked what his society thought of welded ships he replied: "They have been

rather conservative about them, but they have a fairly considerable knowledge of welding now, extending from prior to the war."

"I see nothing wrong with it myself," he added, saying that the butt welding was considered to be superior to lap welding.

Questioned by Mr. Scott regarding the difference between the Joseph Medill and her sister ship, the Franquelin, Mr. Akester said that the changes in the Franquelin were slight and were made more to facilitate building than to strengthen her.

"Our society would have been quite satisfied with the building of an exact duplicate of the Joseph Medill," he said.

#### A DANGER IN WELDING

##### Poor Workmanship Worse Than Riveting

Mr. Thomas William Revans, chief ship surveyor in the consultative branch of the Board of Trade, was asked by Mr. Bateson what he thought of construction by welding.

He said that for some time he held a conservative opinion and had doubts about it now unless it were done by the system which was adopted in the construction of the Joseph Medill.

"You want a conscientious welder and also a high class of supervision," he said. "Unless you get them you are liable to get something worse than the ordinary riveted ship. If these two conditions are carried out there is no question about it."

"It is a coming thing."

Mr. Revans said that after unsatisfactory trials an enlarged skeg, or deadwood, was fitted to the Joseph Medill's stern, as she was found to be turning too quickly. The effect of this was to increase the resistance of the stern to helm action and to turning.

He said that some years ago similar alterations were made to the Great Eastern Railway Company's vessels on the Harwich-Antwerp service.

Mr. William Graham, a principal in the marine department of the Board of Trade, said he was responsible for granting the wireless exemption in this case.

He said he took into consideration the fact that a large number of these ships had been built in this country for trade on the Lakes and had made the passage across the Atlantic in safety. He also took into consideration weather conditions in July and August in the Atlantic, for they were not usually unduly severe.

#### "WISE AFTER THE EVENT"

Mr. Graham told Judge Richardson that the technical department had advised him that so far as safety was concerned there was no substantial difference between a riveted ship and an all-welded vessel of similar design.

"It is easy to be wise after the event," commented the Judge.

Capt. J. J. Bailey, another nautical surveyor employed by the Board of Trade, said the vessel steered badly on her trials in the Firth of Forth and had to be taken back to the Tyne.

JULY 22, 1936.

# ATTRACT CHIEF A

## MOVEMENTS s of Northern

### MOVEMENTS REPORTED

The movements of the following British vessels are reported specially at the request of readers interested in them. When this interest ceases readers must report the fact. Applications for inclusion in the list should be made in writing and signed.

Autolyous, for Brisbane, at Melbourne July 20.  
 Arundel Castle, for South Africa, at Madeira July 21.  
 Allende, for Cardiff, at Suez July 20.  
 Avon Bridge, for Queenstown, left Quebec July 19.  
 Almeida Star, for Buenos Aires, left Rio Janeiro July 20.  
 Abosso, for Calabar, at Las Palmas July 20.  
 Anoyus, for Suez, passed Perim July 19.  
 Anglo Peruvian, from Vancouver, at Shanghai July 19.  
 Anglo Indian, for Vancouver, passed Fayal July 18.  
 Ashburton, for Philadelphia, left New York July 18.  
 Aycon, for Arendale, left Wear July 21.  
 British Faith, from London, in Tyne July 21.  
 British Ensign, for Abadan, at Port Said July 20.  
 British Commander, for Cherbourg, 35 miles E. Land's End July 21.  
 British Princess, for Abadan, 50 miles S.W. Niton July 21.  
 British Sergeant, for Donges, passed Gibraltar July 18.  
 British Captain, for Land's End, passed Gibraltar July 19.  
 British Colonel, passed Perim July 19.  
 British Statesman, for Abadan, passed Perim July 19.  
 British Venture for Abadan passed Perim July 19.  
 British Soldier from Abadan at Aden July 19.  
 British Industry for Abadan passed Gibraltar July 18.  
 Baron Newlands from Port Natal at Aden July 19.  
 Bridgepool from Antwerp in Tyne July 22.  
 Jaronesa for London 750 miles S.S.W. Land's End July 20.  
 Kazan for London 10 miles S. Land's End July 21.  
 Brompton Manor for Copenhagen 40 miles S.W. North Foreland July 20.  
 Baron Incucupe from New York at Norfolk, Va., July 17.  
 Cedartree for Bayonne left Wear July 21.  
 City of Auckland for Bombay left Karachi July 19.  
 City of Bath for Hong Kong left Dairen July 19.  
 City of Glasgow for Boston at Halifax July 20.  
 City of Lille for Durban left Lourenco Marques July 21.  
 City of Salisbury for St. John's left Port Said July 21.  
 Calchas for Casablanca left Shanghai July 19.  
 Cairnglen from Montreal in Tyne July 21.  
 Cape Corso from Antwerp at London July 21.  
 Carthage for Brisbane left Melbourne July 21.  
 City of Bedford, for Beira, left Dakar July 20.  
 City of Christchurch, for U.K., at Kolambagan July 21.  
 City of Newcastle, for London, passed Gibraltar July 20.  
 City of Perth for Busreh, left Bunder Abbas July 20.  
 Clan Ross, for Lourenco Marques, left Durban July 20.  
 Corocero, for River Plate, left Clyde July 21.  
 Castalia, from Clyde, at Liverpool July 21.  
 Clan Macnair, from Beira, at Liverpool July 21.  
 Cyclops, for Barrow, left Liverpool July 21.  
 Cardium, for Constantza, left La Goulette July 18.  
 Cymbeline, for Beaumont, left Montreal July 20.  
 Dunedin Star, for South Africa, at Cape Town July 20.  
 Domala, for Calcutta, at Madras July 21.  
 Dumana, from London, in Tees July 21.  
 Delilian, from Glasgow, at Montreal July 20.  
 Dunluce Castle, for London, left Membasa July 20.  
 Dunbar Castle, for Beira, left Lourenco Marques July 21.  
 Dumnottar Castle, for Beira, at Cape Town July 21.  
 Dolius, for Japan, left Singapore July 19.  
 Deucalion, for London, left Casablanca July 20.  
 Dacre Castle, for New York, left Para July 18.  
 Duchess of Bedford, for Havre, 1,435 miles W. Bishop's July 20.  
 Dalmore, for Southampton, 160 miles W.S.W. Niton July 21.  
 Empire Star, for London, at Balboa July 19.  
 Elmbank, for Port Arthur, passed Beachy Head July 21.  
 Elswick Park, for Huelva, 150 miles S.W. Land's End July 20.  
 Eskdalegate, for Nauru, left Omata July 17.  
 Firley, for Tyne, passed Flamboro July 22.  
 Foss Beck left Havre July 21.  
 Pordsdale at Lyttelton July 20.  
 Gothic Star, for London, at Balboa July 19.  
 Hetton, for Rouen, passed Flamborough July 22.  
 Harraton, for London, passed Flamborough July 22.  
 Holystone, for Tyne, left London July 22.  
 Hector, from Clyde, at Shanghai July 21.  
 Helmstrath, for London, left Quebec July 18.  
 Highcliffe, for Manchester, left Las Palmas July 20.  
 Highland Monarch, for Buenos Aires, at Rio Janeiro July 20.  
 Heworth, from Hamburg, in Tyne July 21.  
 Harpa, for Haifa, wired Athens July 17.  
 Highland Chief, for Lisbon, 65 miles E. Niton July 21.  
 Hopecrest, from Singapore, at Vancouver July 18.  
 Holmbury, for Buenos Aires, passed Las Palmas July 13.  
 Huntington, from New Plymouth, at Auckland July 20.  
 Harpalycus, from Yokohama, at Nagoya July 18.  
 Hartington, for British Columbia, left Murooran July 18.  
 Harmatris, for Dubrovnik, passed Gibraltar July 20.  
 Inertton 190 miles S.S.W. Land's End July 20.  
 Kinross, for Vancouver, left London July 21.  
 Kenbane Head, from Clyde, at Quebec July 20.  
 Kioto left Alleppey July 20.  
 Kepwickhall, for Casablanca, 110 miles E.S.E. Land's End July 20.  
 Keynes, for Cork, 31 miles N. North Foreland July 20.  
 Koranton, for Avonmouth, left Kingston, Ja., July 17.  
 Llandoverly Castle, from U.K., at Natal July 21.  
 Laurelwood, for London, 120 miles W.S.W. Niton July 20.  
 Madurs, for London, left Antwerp July 21.  
 Matakana, for New Plymouth, left Townsville July 18.  
 Marjston, from Almeria, at Barrow July 18.  
 Marguesa, from London, at Monte Video July 19.  
 Menestheus, from Liverpool, at Penang July 21.  
 Mashobra, from Calcutta, at London July 21.  
 Modavia, for Pacific Coast, at Liverpool July 21.  
 Mabriton, 50 miles N.N.W. of Ushant July 21.  
 Mooby, for Rotterdam, 850 miles S.S.W. Land's End July 20.  
 Narenta, for Liverpool, at Los Angeles July 20.  
 Nichero, for Vancouver, left Kingston Ja July 17.  
 Nigaristan, for Falmouth, left Port Said July 18.  
 Nova Scotia, from Boston, at St. Johns N.F. July 20.  
 Orama, for London, left Melbourne July 11.  
 Orduna, for Valparaiso, left Corunna July 20.  
 Port Brisbane, for Hobart, left London July 22.  
 Piako, for London, left Wellington July 21.  
 Pacific Grove, for Vancouver, at Cristobal July 19.

## Newcastle Stocks and Shares

### CONTINUED DEMAND FOR STEELS

### Firm Tendency In Most Sections

WEDNESDAY, 3.30 p.m.

The demand for iron and steel issues continued unabated though a little profit taking crept in now and again, but did not materially affect prices. British Funds were steady. Home Rails improved fractionally after the traffics were announced. Industrials were firmer as were mines and rubbers.

In local issues, Clarke Chapmans were 38s 6d to 39s 3d, Consetts 14s to 14s 3d, Dorman Longs 39s 3d to 39s 6d, Hawthorn Leslies 28s 9d to 29s 3d, Hordens 25s. Swan and Hunters 32s 6d to 33s, and Vickers 31s 6d to 32s.

North Eastern Electric were 33s 9d to 34s 3d. Newcastle Breweries improved to 58s. Cairn Lines were 4s 1 1/2 bid. George Angus were offered at 14s. Caricks were 12s 9d bid. Binns 6s tax free improved to 29s 6d. Dixon Corbitts were 7s 3d offered. Finiays were 72s 6d bid. High Gosforth Parks were 33s offered.

#### To-day's Transactions

2 1/2 p.c. Consolidated Stock	84 1/2
Conversion Loan 3 1/2 p.c. (Red. on or after 1st April, 1961)	107 1/2
Conversion Loan 4 1/2 p.c. Red. 1940-44	109
Victory Bonds 4 p.c. of £50 to £1,000	115 1/2
War Loan 3 1/2 p.c. on or after 1st December, 1952	106 1/2, 106 1/2 (2)
L. & N.E. Railway 4 p.c. 2nd Pref.	25 1/2
L. M. & S. Railway Ord.	24 1/2 odd, 24 1/2
Southern Defd. Ord.	22 1/2
Cammell Laird Ord.	15s 0 1/2d, 14s 10 1/2d
Consett Iron Co. Ord. 13s 9 1/2d, 13s 10 1/2d (twice), 14s (10 times)	
Cory, Wm and Sons, Ord.	81s 4 1/2d
Horden Collieries Ord.	25s (thrice)
Smith's Dock Ord.	24s 4 1/2d
Swan Hunter Ord.	52s 4 1/2d, 32s 10 1/2d, 32s 5 1/2d
Vickers, Ltd. Ord.	31s 10 1/2d
Martins Bank, Ltd., part paid	29s 10 1/2d
Newcastle Breweries Ord.	58s
Furness, Withy Ord.	18s 6d, 18s 9d
Binns Ltd. 6 p.c. Tax Free Cum. Pref.	29s 6d
Binns Ltd. 7 1/2 p.c. Cum. Pref.	29s 6d
Carrick's (Caterers) Ord.	12s 9d
Courtaulds Ord.	49s 3d
Dixon and Corbett Ord.	7s
Moss Empires Ord.	39s odd
Union Cold Storage 6 p.c. Cum. Pref.	25s 1 1/2d

#### MISCELLANEOUS

Maypoles	2s 5 1/2d
Gaumonts	5s (twice)
Lever 8 p.c. Pref.	34s 30d
Bowmaker New	4s 7d pm
Kern River	4 1/2d pm, 4 1/2d
Peco's	1s 4d
Carlton Main	18s 5d
Aero Components	10s 4 1/2d, 10s 3 1/2d
British Empire Comprehensive	22s 6d
R. Tuck	6s
Colvilles	35s 6d
Crompton Parkinson "A"	87s 7 1/2d
Broadcast Relays	5s 5d
Mexican Eagles	24s 6d (thrice), 24s 7 1/2d, 24s 8 1/2d
J S White	6s 6 1/2d
India 5 1/2 p.c.	99 1/2
Daily Mails	52s 9d, 52s 6d
Seager Evans	51s 5d
Ault and Wiborg	64s 6 1/2d
Deritend Stamping	19s 6d
Ericsson Telephone	55s
Albert Reed 5 p.c. I Deb.	109 1/2
Marshall's (Successors) Ord.	6s 4 1/2d
Electrical and Musical Industries	25s 9d
General Electric	84s 7 1/2d
Bristol Brewery George's Ord.	112s 9d
J. Barker Ord.	79 1/2
Debenham	5s 8d, 5s 9d, 5s 8 1/2d
Ass. Portland Cement	97s 6d
Babcock and Wilcox Ord.	51s 9d, 52s
B.A.G.S. Ord.	15s
Boots Pure Drug	54s
Anglo-Palestine Banks	41s 4 1/2d
Groydon Gas 5 per cent. Deb.	124 1/2
So. Staffs 5 per cent. "B" Pref.	140 1/2
United Steels	34s 7 1/2d
Yorkshire Amal.	20s (three times)
Palestine Electric	46s 10 1/2d
Palestine Electric New	45s 7 1/2d
Midland Woodworking	8s 5 1/2d
C. F. Taylor	12s 5d
C. F. Taylor Pref.	23s 4 1/2d
Associated Paper	6s
1929 Trust 5 per cent. Pref.	106 1/2
France Fenwick	18s 1 1/2d
Insoles Ordinary	6d
Hopkinsons Ord.	40s 9d
Woolworths Common	85s 1/2
Toogood and Sons Ord.	5s 9d
Trawlers (White Sed and Grimsby) Ord.	1s 0 1/2d
Hungarian 7 1/2 p.c. 1924	45 1/2
Mining Trust	3s 10 1/2d
Whitehead Iron	27 10s 6d
Distillers	25s 1 1/2d
Newman Industries 6 p.c. Prefd.	4s 9d
Enfield Rolling	25s 3d
Oxford 3 p.c. 1951	101
Napier 8 p.c. Pref.	23s 9d

#### MINES

Rhodesian Anglo-American	14s 6 1/2d
Venterspost	49s 6d
Marlu Gold	10s 1 1/2d
Marlu Gold Options	4s
Anglo-American	48s 9d
West Springs	45s 9d
Messina Transvaal	10s
Rhodesian Selection Trust	13s 10 1/2d

### HAYDON BRIDGE BIBLE MEETING

Mrs. W. W. Ridley took the chair in the Congregational School Room. Haydon Bridge, at a meeting of the Zenana Bible and Medical Mission. An account of the work among the women and girls of India was given by Miss Howlett, of Khar India. Miss W. Pearson was the accompanied by Miss Dick entertained all present. A collection in aid of the mission was taken and amounted to 4s 6d.