

W475-0054 1/4

INGLETUEW & CO.

Milburn House,

Dean Street,

NEWCASTLE ON TYNE. 1.

21st July 1936.

Messrs. Parker Garrett & Co.,
London.

Dear Sirs,

"JOSEPH MEDILL"

This case opened this morning before Judge Richardson and three Assessors.

Mr. Bateson was for the Board of Trade and Mr. Pilcher represented Messrs. Swan & Hunter; Mr. Brightman for the Owners; Mr. Donald Ross for the National Union of Seamen, and ourselves for Lloyd's Registry.

The only person who applied to be made a party was Mr. Ross.

In opening the case Mr. Bateson said this vessel was of unusual construction, viz:- all welded and went on to give particulars of her tonnage, hatches and holds. She had a crew of 16 all told and two Assistant Engineers one of whom was a Guarantee Engineer. The price paid for the ship was £36,780 and she was built to comply with Lloyd's Specification star A.1.

The ship carried no wireless and was exempted by the Board of Trade on application by the Builders acting on Owners' instructions. She had a receiving set on board. She

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was loaded with a full cargo of coal with which No. 2 hold was entirely full.

On the 5th July 1935 the vessel ran a light trial which was satisfactory. Then she went to Grangemouth and loaded and underwent a further trial off Burntisland on a draft of 13' 8" which was unsatisfactory as regards steering. The vessel was then taken back to the Builders Shipyard and put into dock with her cargo on board and certain alterations were made by reducing the width of the propellers and rudders and carrying the skeg some 8 ft. aft to separate the "wash" from one propeller to the other. This was done after tanking experiments at Teddington.

On the 19th August another trial took place off the Tyne which was satisfactory, and the vessel proceeded on her voyage.

On the 12th August at 4.45 a.m. she passed Dunnet Head bound for Montreal and on the 17th August at 11.14 a.m. she was sighted by the Steamer "Stavanger Fjord" in lat. 57.19 N. and long. 26.12 W., her speed averaging six knots from Dunnet Head. That was the last that was seen of her.

Mr. Bateson suggested that there were six possible causes of her loss. -

1. Collision - which was improbable.
2. Fire - which was remote.
3. Wrecked on the Newfoundland/Labrador Coast - which was unlikely.

4. Faulty construction - but the work showed that everything was well done and this was unlikely.
5. Bad weather and shifting of cargo - which was not borne out by the reports from other vessels in the vicinity.
6. Ice - which was the most probable cause of the casualty.

Two samples of welding were put in.

Ice Reports had been reported from the Meteorological Office in August 1935 there being a great quantity in the neighbourhood.

The following witnesses were called. -

1. John Wilson Elliott, the Secretary to prove the Contract for building.
2. Harry Bockler - Naval Architect for the Builders for 35 years.

He detailed the work which was done after the unsatisfactory trial at Grangemouth owing to the vessel steering badly.

He also stated that they had applied to the Board of Trade for Freeboard and they got 9 ft. which was equal to a loaded draft of 13 ft. 1".

77. When the vessel left she had a d.w. of $13\frac{1}{4}$ " in salt water.

He calculated the stability of the ship but there was no inclining experiment. He was cross-examined by Mr. Ross on the exemption for Wireless and on the Sister-ship "Frankquelin" which/

which was built to replace the "Joseph Medill".

3. Norman Hunter the General Manager for Messrs. Swan & Hunter spoke to the construction of the "Joseph Medill" and stated that she was welded in accordance with their usual practice.

4. Arthur Potts - Fitter, spoke adjusting the steering gear when it was first put on board.

5. William Buckie - Chief Shipyard Draughtsman spoke as to wreckage which had been found near the Newfoundland Coast and said it was positive that it did not form any part of the "Joseph Medill".

6. Percy Lewis Jones - General Manager for Swan & Hunter spoke to the engines being built in accordance with Lloyd's requirements. They were Diesel engines and he had received no complaint as to their working. The pumping arrangements were satisfactory and well over Specification requirements.

7. Captain Joseph Samuel Dean Master of the ship "Frankquelin" spoke as to the behaviour of the vessel when he took her out. She was similarly loaded and they had no difficulty with engines or hatches or wedges.

The Court stands adjourned until 10.30 a.m. tomorrow.

The above is a very brief report of what took place.

Yours faithfully,

INGLEDEW & CO.