

M.V. "JOSEPH MEDILL."

Q U E S T I O N S.

1. Who were the Owners of the M.V. "JOSEPH MEDILL?"
2. When and by whom was the vessel built?
3. Who prepared the design and specifications for the construction of the vessel? Did the design and specifications indicate the method to be followed in constructing her?
4. Was the vessel constructed in accordance with the method indicated in the design and specifications? Was the method of her construction by welding prudent and should it have resulted in producing a seaworthy ship?
5. Was the vessel built to a class of Lloyd's Register of Shipping? What class did Lloyds Register assign to her?
6. Were the scantlings of the vessel considered by Lloyd's Register of Shipping? Were the scantlings considered by Lloyd's sufficient for any, and if so what, draught?
7. What freeboard was assigned to the vessel for her voyage across the Atlantic? By whom and at whose request was that freeboard assigned? Were the scantlings considered by the assigning authority before the freeboard was assigned.
8. Was the vessel registered in the United Kingdom? If not, on what certificate did she obtain her clearance? At whose request was this arrangement carried out?
9. By whom and at what date was an International Load Line Certificate issued to the vessel? When did that Certificate expire?
10. What were the conditions in the Building Contract as to the speed to be attained on the vessel's loaded trial? At what draught was the trial to be run?
11. Did the Board of Trade take any, and if so what, steps to permit the loaded trial of the vessel to be run on that draught?

12. Where was the trial run? Were the modifications allowed in the draught safe and satisfactory in the circumstances?
13. When the trial run had been completed, was the vessel lightened to bring her up to the freeboard assigned for the trans-Atlantic voyage?
14. Was the loaded trial-run satisfactory
- (a) as to speed
 - (b) as to the steering qualities of the vessel?
15. Were any, and if so what, alterations made in (a) the rudders; (b) the skegs on the hull of the vessel after the trial run?
16. Was a further loaded trial carried out after the alterations had been made? Was the trial satisfactory?
17. At what draught was the vessel when this trial run was made? When the trial run had been completed was the vessel lightened to bring her up to the freeboard assigned to her for her trans-Atlantic voyage?
18. Were her (a) main and (b) auxiliary steering-gear in good and seaworthy condition when she sailed, having regard to the voyage on which she was proceeding?
19. Was any application made to the Board of Trade to grant exemptions from the requirements of the Merchant Shipping (Wireless Telegraphy) Act, 1919, for the trans-Atlantic voyage?
20. If so, by whom and when was it made? Was it granted? If granted, was the Board of Trade, having regard to all the circumstances justified in granting the exemption?
21. Had the vessel a receiving set on board her when she sailed? If so, what was its range?
22. When did the vessel sail on her trans-Atlantic voyage? From what port did she sail?
23. What were (a) the mean draught; (b) the freeboard of the vessel when she sailed on her trans-Atlantic voyage? Were they safe and proper for the voyage?
24. Was the vessel in a safe and seaworthy condition when she sailed from the United Kingdom on her trans-Atlantic voyage?

25. When the vessel sailed on her trans-Atlantic voyage was she so loaded as to be in a safe and seaworthy condition from the point of view of stability?

26. Was the vessel properly and sufficiently manned when she sailed on her trans-Atlantic voyage?

27. By what route and at what speed did she travel after she sailed?

28. Did she communicate with any other, and if so what, vessel on her trans-Atlantic voyage? If so, when and where did she this communication take place?

29. When would the vessel be likely to have reached the vicinity of Newfoundland, having regard to the speed at which she was travelling?

30. What were (a) the weather conditions;
(b) the ice conditions in the vicinity at or about that time?

31. When and where was the vessel lost?

32. What in the opinion of the Court was the most probable cause of the loss of the vessel?

33. Did any, and if so what, persons lose their lives as a result of the casualty?