



# Lloyd's Register of Shipping.

Collingwood Buildings, Newcastle-on-Tyne, 1.

7th July 1936.

Reference

The Secretary,  
LONDON.

Dear Sir,

I have to acknowledge the receipt of your letter of the 3rd inst., referring to the enquiry to be held into the circumstances attending the loss of the m.v. "JOSEPH MEDILL" and note that I may be asked to give evidence on the clause -

"Necessary tests were made as required by Lloyd's Rules  
"and the results were found to be satisfactory".

In connexion with this I submit the following observations -

The "JOSEPH MEDILL" was the third all welded ship to be built at the Wallsend Yard of Messrs. Swan, Hunter, & Witham Richardson Ltd. and having been associated with the building of all three, (unofficially in the case of the "PETER G. CAMPBELL) and on a large amount of welding work generally, for which numerous tests of one kind and another had already been carried out, it was not considered necessary

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"JOSEPH MEDILL"

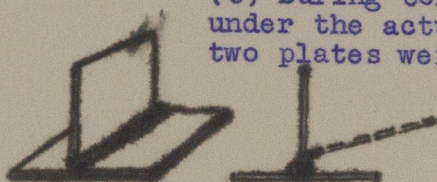
to elaborate a further series of independent tests for the "JOSEPH MEDILL" prior to building as there were no new conditions to be met.

With regard to Section 2 paragraph 1 of the "Regulations for the Application of Electric Arc Welding ~~and~~ Ship Construction" I was satisfied that the Operators were specially trained and were experienced and efficient in the welding system employed and that an effective degree of supervision was provided, because:-

(a) Many of the Welders were known to me personally and their work had already been observed. A number had passed through the Builders' Training School.

(b) Test specimen joints were made in the school from time to time illustrating downhand, vertical and overhead work.

(c) During construction occasional test pieces were made under the actual conditions operating on the ship, as e.g. two plates were welded together at right angles and the fillets tested by bending over the vertical plate.

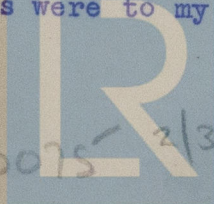


(d) My constant attention was given to the welding operations in all parts of the ship and frequent opportunities taken of examining welding where the plating had been cut away for openings, also where welding had been dressed to give a flush surface.

(e) Several supervisors were allocated by the Builders for the inspection of the welding and I was in constant touch with these.

(f) A good deal of the actual welding was tested by water pressure and these tests were to my satisfaction.

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"JOSEPH MEDILL"

With regard to paragraph 2 of the Regulations referred to above:-

(1) Approved Quasi arc electrodes were used throughout the building of the ship and schedules were drawn up in the drawing office based on the Electrode Manufacturers' recommendations and indicating type of electrode used, number of runs, gauge of electrode, amperage and length of deposit per electrode.

These schedules were approved by me, issued to the Yard and adhered to in the actual work.

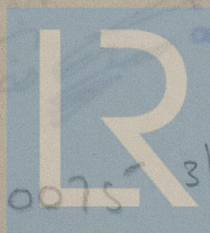
(2) The amperage of the current actually in use was frequently checked by "Tong" testers.

Generally, the ship was built under cover, with excellent facilities for welding large sections at the skids, and great care was exercised in the final fitting of these sections in position at the building berth.

I am, Dear Sir,

Yours faithfully,

*H. J. A. Keates*



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Reg  
"TODAY'S EDIT"  
"SECRETARY, TORONTO"

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