

"CUTTY SARK"

1 + 3.

March 1<sup>st</sup> 1951. At the request of Mr Paulson (Chief Engineer) & with the approval of Mr Sutherland superficially examined the above vessel in Millwall Dry Dock.

In attendance Mr C.K. Maddox (Shipyard Manager R.H. Green & Silley Ltd) (Shipwright Foreman " )

Mr Briggs Mr Rolph + Mr Thomas (on Mr Paulson's Staff).

Mr Maddox stated that from internal sights rigged prior to dry docking no longitudinal movement was observed during dry docking, the process of docking, & that on resighting about 12 hours after the dock had been pumped dry a breakage of only 5/16" was recorded from this sights.

It was observed that the sheathing which generally in fact was torn & perforated in places & had become generally brittle (light hammer tapping causing local perforation). Apart from customary strain down during dry docking the vessel had not been in any way prepared for survey & the following recommendations were made:-

Bottom sheathing to be removed as required exposing bottom planking in indicated places forward amidships & aft, in the vicinity of garboards, wood keel & plank ends (stem & stern post) & in way of apparent damage to face of stem. Timber exposed by removal of sheathing to be scraped bright. Collar at tail of keelson trunk to be removed. 6 frame - plank bottom fastenings each side to be drawn & caulked to be tested.

Mr Paulson who attended later instructed Mr Maddox to proceed with these recommendations & I was informed that the vessel would be ready for further examination on the morning of Wed. March 7<sup>th</sup>.

It was observed that the vessel appeared to be sitting evenly on suitable soft wood skids on top of keel blocks & that bilge shores had been fitted port & starboard.

It was stated that these bilge shores had been fitted when the dock had been pumped & after the vessel had settled on her blocks.

It is known that the ship is deficient in the matter of keel bolts, bolt fastenings & that her floor plates ~~fastenings~~ have become seriously wasted.

It was observed that the metal sheathing on the sides of the wood keel was somewhat relaxed throughout the length of the keel & it is considered that this condition might suggest minor vertical movement ~~between~~ <sup>at the</sup> wood keel ~~and~~ <sup>garboards</sup>.

No arrangements have meantime been made in respect of shifting or removing inside ballast (sand).

It was suggested to Mr Paulson that after further examination on March 7<sup>th</sup> the Cutty Sark Exploratory Committee might visit at Millwall Dock with a view to the presentation of a



Committee report in preference to his expression of  
isolated opinion + it is understood that this working  
way be arranged.

H.C.

LR-FAF-3A6-48