

Ref. C.P. Branch 8  
105110/21/137

31st January, 1921.

Dear Sir,

Reverting to your letter of the 5th instant enclosing a copy of a list of items relating to alleged defects in the hull and machinery of the new tug "JAUNTY", built under the Society's Special Survey by Messrs. Ritchie, Graham & Milne of Whiteinch, I beg to acquaint you that I have been in communication with the Society's Surveyors at Glasgow on the subject, and that in reply, the Surveyors state as follows:-

"The defects alleged to be due to bad workmanship may possibly have occurred during the voyage round to Devonport from the Clyde about two months ago, when it was stated in a letter received by the Builders that the vessel encountered heavy weather and head sea.

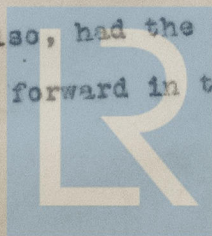
"During construction at the Builders' yard the Admiralty added a forecastle to the original design of the vessel, with the result that she trimmed by the head instead of by the stern as originally intended. The result of this, in our opinion, would cause her to take head seas on board, and the additional weight, together with the pounding action at the fore end in a seaway causing the starting of the riveting and caulking referred to.

"It is understood according to a letter received by the Builders that after the vessel arrived at Devonport, she was run into by a steam trawler which cut the heavy belting right through to the shell plating on the port bow.

"It is likely that this, also, had the effect of straining the riveting and caulking forward in that quarter.

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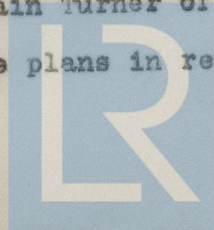
"Regarding counter seams, which are alleged to have been  
"re-caulked and seams injected (Item No.2), we beg to state  
"that this is in way of aft peak tank which was tested by  
"water pressure to a head of 8'0" above crown of tank and found  
"satisfactory. In view of this, in our opinion the vessel  
"may have been subsequently strained at this part possibly  
"through crushing against quay walls, etc.

"With regard to the steering gear (Item No. 15), we are  
"at a loss to know why it was necessary to refit sheave pins,  
"gearing and cosings, etc. in connexion with the steering gear,  
"as these worked perfectly during the steaming and steering  
"trials, which took place before the vessel was handed over,  
"Admiralty officials being then present. During steering  
"trials it was noticed the steering engine seating developed  
"an amount of vibration, and it was recommended to the  
"Builders to have additional stiffening to that shewn on plan  
"by 'parent firm' fitted under the deck in way of same, which  
"was completed to our satisfaction when vessel returned to  
"Rothesay Dock.

"Regarding the lubricating arrangements now fitted by the  
"Admiralty, we beg to point out that this was not asked for  
"by the Specification, nor required by the plan of gear supplied  
"by the parent firm, Messrs. Ferguson Bros.

"With regard to the leaks, etc. on the weather decks (Item  
"No. 24) the weather decks were hose tested in accordance  
"with the Rules before the vessel left the Clyde, and any  
"defects which were observed at that time and during fitting  
"out were made good. We beg to suggest that the leaks may  
"have been the outcome of the straining due to the severe  
"weather encountered on the voyage round to Devenport.

"With regard to the boat chocks being defective (Item No. 26)  
"At the instigation of Captain Turner of the Admiralty, a  
"departure was made from the plans in respect of the position



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"of the davits for lifeboats, inboard chocks were made  
"fixtures to act as stoppers, as it was observed when the  
"lifeboat was being brought inboard it was likely to crash  
"against the Marconi House, and the companion leading to the  
"main deck, thereby preventing damage to the above and  
"danger to life and limb.

"Regarding the caulking of waterway angle around wood deck  
"aft (Item No. 35), as there is only a space of about 12"  
"between the gutter angle and shell of vessel, it was  
"considered impracticable to caulk boundary angle in an  
"efficient manner, and it was packed accordingly, and found  
"satisfactory when submitted to water test.

"Regarding the caulking of boundary angle of cross bunkers  
"(Item No. 36), it was found impracticable to caulk this  
"angle in way of chequer plating in an efficient manner,  
"and accordingly the chequer was chipped off the plate in  
"way of same and angle packed, and on examination was found  
"satisfactory.

"Regarding official numbers, etc. (Item No. 37), as time  
"did not permit of all the official numbers being cut in on  
"beams, it was arranged between the B.O.T. Surveyor and  
"Builders that these markings should be completed at the  
"Dockyard where the vessel was proceeding.

"With regard to canvas covers for winch and capstan (Items  
"Nos. 42/45) these were dispensed with by the Admiralty orders  
"and the cost deducted from Builders' invoices. See  
"Admiralty letter 11/1/18, D.C.A.S./6303/B.5.2./46328".

With regard to the Machinery items, the Surveyors  
state as follows:-

"Stokehold plates:- Were well laid and perfectly satisfactory  
"when vessel was handed over: if while on service it has been  
"the practice to draw fires and leave them unquenched on the



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"floors this would account for their now being out of shape  
"as stated.

"Water Gauges:- On the steam trials the mountings for gauge  
"glasses were found slightly out of line, and this defect  
"was made good before the vessel sailed, additional clips  
"also being fitted to the pipes connected to gauge column to  
"prevent vibration.

"I.P. Engine:- This ran on trials perfectly satisfactorily  
"and shewed no sign of being out of line or otherwise badly  
"fitted. I may add the pumps are worked off the H.P. crosshead.  
"With regard to the bolts, nuts, scrap and sand stated to be  
"found in the Engines, we are at a loss to understand how these  
"could possibly have got into the positions indicated. The  
"castings were thoroughly cleaned and parts washed out before  
"being hydraulically tested, and again examined before valves  
"were fitted. If the collection of debris described had been  
"lying in the Engine since it was built, it appears very  
"remarkable that she should have been in service for 9 months  
"without serious accident occurring".

I am, Dear Sir,

Yours faithfully,

Secretary.

The Director of Navy Contracts,

Admiralty,

Avenue House,

21, Northumberland Avenue, W.C. 2.



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