

COPY

14 th August 1918.

Messrs. W. Mansfield & Co., Ltd.,

Present.

Dear Sirs,

s.s. "WAR MAID"

In addition to the work specified for Admiralty requirement, a considerable amount of repairs and alteration had to be effected to make the ship seaworthy and to satisfy Government regulations. Several leaky seams and rivets in the hull only required caulking, but after remaking all tank door joints with cardboard and testing same, serious leaks were found in the No.2 tank top in way of the No.3 lower hold centre pillars. No caulking would stop the leaks, so boxes were built round the foot of the pillars and filled with cement. Both hawse pipes were very badly fitted, and space between shell plating and pipe flanges had been filled with putty, no improvement would be made without removing the hawse pipes; so strong cement boxes were fitted in way of defective parts.

All deck fittings such as bollards, cleats etc. were very insecurely fastened.

The stuffing-box on rudder was quite inadequately secured, it had worked slack and was in a most dangerous condition.

A new doubling plate was fitted and riveted to transome frame, and a new stuffing-box made with a spigot to fit the doubling plate.

Life saving appliances were very inefficient and inadequate; two new life belts had to be supplied. The electric wiring was most unsatisfactory; full of earths, and on the passage from Japan more than one short circuit had occurred; many of the branch connections were made by simply twisting them on to the main and covering with tape.

From engine room to bridge, accommodation and

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navigating lights had to be almost entirely rewired. The crew's accommodation was quite inadequate for Europeans or Chinese, and the sanitary arrangements were appalling.

The whole of the poop has been taken for the accommodation of the gunners, an ice house and store room and a portion of the bunker space in centre castle for quarter-masters, boats-wain, carpenter, and stewards.

In engine department, several faulty castings were found; both main feed valve chests had blown out and had to be renewed here, also several brass cocks and valves.

I was not here to see the completion of the work, but believe all was finished to the satisfaction of the Naval Authorities and the Master.

I will send complete list of work done here in addition to the work as per specification from Hong Kong.

Yours obediently,

(Signed) L.F. Payne.



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Foundation