

Steel Screw Tug "H.C.HULL"

Built 1925 - 12 mo. by King's Lynn Slipway. Classed:-

A.1. For towing purposes.

This tug after leaving the Builders' yard put into Dartmouth on account of leakage. The Plymouth Surveyor reported the renewal of the gunwale bar, the riveting of the transom and rudder trunk, and also some rivets at stern post and in peaks.

The Plymouth Surveyor reporting no cause for these repairs, but stating that there was no entry in the log book of any circumstance likely to cause leakage, the matter was referred to the Surveyor responsible for the survey during construction for his comments. The latter Surveyor stated the vessel had a load of coal on the deck, that it was reported she encountered heavy weather in the Channel, the Captain being so unwell that he had to be taken ashore.

The Owners now state as a result of the Plymouth Surveyor's recommendations they have incurred large expenses at Dartmouth, and they are advised on the report of the Plymouth Surveyor that the whole of the trouble may be ascribed to faulty workmanship. The Owners Consultant Engineers advise that only half the amount of the expenses incurred can be claimed from the Builders, the other part representing maintenance. They are of opinion that the recommendations of the Plymouth Surveyor were to a great part unnecessary and request the Society to make an investigation.

The matter has been taken up again with the Plymouth Surveyor, and he replies that no information is available in regard to the change of Master. In regard to the two items which the Owners' Consultants consider to be in the nature of improvements or maintenance, viz:-

Re-riveting of sheerstrake gunwale angle ... £50
Setting up of keel plate £150.



Mr. Brown, the Plymouth Surveyor, now states that the latter item was not carried out, but a number of additional items were put in hand, the principal items of which were as follows, viz:-

- (1) Extra riveting to draw up counter plating and lower bar of rubber around stern where found open and allowing water to enter after peak. This work entailed the removal of a considerable portion of the wood rubber.
- (2) Painting.
- (3) Boarding up for voyage.

Further,
/that a credit was not given for his recommendations not adhered to, as the additional items were considered equivalent thereto.

It is difficult to give a satisfactory explanation to the Owners as, if the Ipswich Surveyor's statement is correct, it would appear the vessel was loaded on the deck and further she encountered bad weather, in which case the repairs to a large extent may have been considered due to abnormal reasons, Mr. Brown stating that the situation may have been aggravated by some extraneous cause not excluding grounding.

It is submitted the Owners be advised of the investigations which have been made and of the replies received, which will enable them to go further into the question of the items ^{as regards} ~~in~~ the second part of the ~~acc~~ ^{acc}ount.

Mr. Brown, the Plymouth Surveyor should it is thought be advised that in this instance where this was a case of a new vessel direct from the Builders' Yard, and where from his letters there would appear to have been questions raised in regard to workmanship, he ^hould have immediately advised this Office so as to enable a proper investigation to be made.



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