

Lloyd's Register of Shipping,

Prudential Buildings, George Street,

Plymouth, March 16th 1926.

SHIPPERS

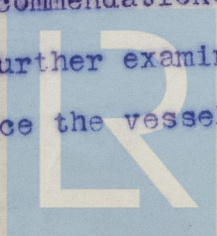
*Lloyd Agent Dartmouth
E. H. Turner Esq.*

LLOYD'S REGISTER
Recd. 17 MAR 1926
And 18
LONDON

Dear Sir,

I am in receipt of your letter of 12th inst. respecting the tug " H.C.HULL " with enclosures and, in accordance with your request, submit the following remarks.

This vessel arrived in Dartmouth on 4th December last in leaking condition. On 16th December I was at Dartmouth and attention was called to the case by Lloyds Agent. Having no information as to the class of the vessel I wired you and received your reply on the same evening. On 17th December I was again in Dartmouth and was requested by the Master and the builders' representative to join Lloyds Agent (Mr Parsons) in damage survey. I found, as will be evidenced from my report, that the condition of the vessel was unsatisfactory. Leakage was ~~and~~ or had been occurring into every compartment; the state of the after accommodation and of the after peak being particularly at fault. Joint recommendations to the owners, which included dry docking for further examination, were made by myself and Mr. Parsons to place the vessel in efficient



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condition for her voyage to South Africa and the master and builders representative were in entire agreement as to the desirability of carrying out the same. No part of these recommendations could be considered as improvements or maintenance repairs.

As stated in my letter of 30th January no record of heavy weather appeared in the log books and the master could give no reason for the leakage. Had the vessel encountered very heavy weather the defects dealt with could have been attributed to such cause.

It would appear that, in the absence of ^{any} precise statement of the cause of damage, the Surveyor to Lloyds Agents (Mr. Parsons) has since reported that the defective condition of the vessel arose from bad workmanship and, whilst I have made no such report, I am bound to admit that the standard of workmanship was not good.

In regard to the letter from the Director of Stores and Shipping I would submit as follows.

Re-riveting gunwale angle. This was a serious defect. A knife could be inserted behind the bar ^{for} ~~from~~ a distance of two inches for the greater part of the length of the vessel. In some parts the knife would go right through and everywhere the rivets could be touched. A large proportion of the rivets were slack.

Set up Keel plate. No work was done on the keel. Complaints were made as to its condition and the ceiling inside was removed

for examination as also were some blocks whilst in dry dock. There being no leakage I asked for no repairs.

I cannot understand how Mr. Humby can now state that the work was quite unnecessary for he ordered it to be done. Had he any doubts as to the necessity of my recommendations he surely would at least have taken the trouble to have met me at Dartmouth. Although I left messages for him asking to meet him in regard to the matter and such messages were given him, I never met him.

The summary of the position in the penultimate paragraph is not concurred in.

Although the standard of workmanship in this vessel and certain details of construction were not, in my opinion, as good as is generally to be found in vessels of this class, I am of opinion that the situation ^{may} must have been aggravated by some extraneous cause not excluding grounding.

See to
7/13/26

The difficulty is that the master asserts that there was none.

I am, Dear Sir,
Yours faithfully,

P. J. Man.

The Secretary,
London.



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