

C O P Y

Messrs. A & T Sutton  
Hartlepool.

May 11th 1920.

The Director of Navy Contracts,  
Avenue House,  
Northumberland Avenue,  
S.W.1.

Sir,

S.T. "JOHN EVANS"

With further reference to your letter of the 10th instant, our Superintending Engineer returned from Aberdeen to-day and reports as follows:-

Engine and stokehold bilges were full of water to platform, and all bilge connections to main engine pumps, donkey pump, and steam ejector choked up, pipes being absolutely full of wood, dirt etc.

The deck hand pump to bilges would not work, and on examination, flanges were found twisted and badly jointed up, causing pumps to draw in air and refuse to work.

Main boiler was leaking badly round furnace mouths seams and several rivets were very bad.

Furnace fronts had to be taken down and the seams recaulked etc. and fronts replaced,

Winch stop valve had to be taken off owing to leaking badly, and winch refusing to stop. On examination found valve seat and valve badly cut up, caused by two  $\frac{1}{2}$ " galvanized bolts and nuts,  $3\frac{1}{2}$ " long, having been left in steam pipe, when winch and connections had been assembled. Valve casting had to be put in lathe and seat trued up, and valve skimmed up.

The pipe from transome of vessel leading through cabin was found to be leaking badly at joints, and also choked up with cement. This was causing after cabin to be always covered with water, whilst the vessel was running at sea.

The bilges were very dirty and did not appear to have been cleaned out at all, as several pieces of steel plate, dozens of bolts, wood wedges, pieces of rubber, jointing etc. were taken from bilges.

The necessary repairs were all carried out and as we have previously advised you the vessel sailed for the fishing grounds.

Yours obediently

(Sgd.)

Copies to:-  
Board of Agriculture & Fisheries  
District Inspector of Fisheries.



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