

Lloyd's Register of Shipping.

342, Argyle Street, Glasgow.

13th January, 1921.

1-ENCLOSURE.

Dear Sir,

With reference to London letter dated 7th instant relating to Glasgow First Entry Report No.39816 on the Tug "JAUNTY", and enclosing letter received from the Director of Navy Contracts, together with statement of repairs carried out on the above vessel, we beg to state that we have carefully considered the same and beg to reply 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 ten 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, [as may be seen from enclosed photo taken before the vessel left the Clyde.] 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.

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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.

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 connection 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 Devonport.

With regard to 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 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

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this angle in way of chequer plating in an efficient manner, and accordingly the chequer was chipped off the plates 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.42/43), 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.

We are, Dear Sir,

Yours faithfully,

J. Thomsen
George Nicol

The Secretary,
GLASGOW.



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