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Your ref.

Our ref. EFL/GFT.
L.N. 2116.

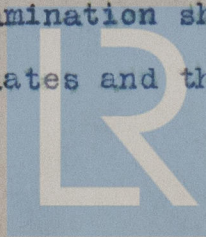
29th May, 1924.

The Secretary,
Lloyd's Register of Shipping,
71, Fenchurch Street,
LONDON, E.C.3.

LLOYD'S REGISTER
Recd. 30 MAY 1924
Ans'd. Ack. 30 MAY 1924
LONDON

Dear Sir,

At your request I accompanied Mr. Nicholas to Southampton on the 27th instant with the object of inspecting the corroded plates of the S.S. "Nausicaa" now lying in dry dock. At Southampton we were met by Dr. Milton and representatives of the owners and builders. There were also present representatives from the Consett Iron Company and M. Cournot representing M. Guillet. We were able to confirm the statement that the corrosion complained of occurs only on the starboard side of the vessel and we also found that it was practically confined to a few plates in the E. strake, Nos. 6, 8 and 9 being the worst, while Nos. 7 and 10 are also affected but to a much less extent. Two areas were selected as representing the worst portions of the plates and these were carefully cleaned and scaled so that a detailed examination could be made of the extent of the corrosion. The worst example of corrosion was shown by two almost vertical lines about 13" long and these had been corroded at the worst part to a depth of $2\frac{1}{2}$ m.m., the thickness of the plate being 15 m.m. The examination showed that the paint was adhering well to the plates and that there had been

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no extension of the corrosion on these plates since they were painted in November last.

It seems probable that the original corrosion may have been due to the vessel coming in contact with some obstruction which has scraped off the paint and laid bare the steel to the action of corrosion. Whatever the original cause, however, I am satisfied (and I believe this view is shared by Dr. Milton and Mr. Nicholas) that the corrosion has now been stopped and that provided the plates are painted there is no cause for any apprehension.

It would appear that the Owners have been alarmed by the report of M. Guillet which has led them to believe

- (1) that the steel from which the plates have been rolled was of bad quality and that serious corrosion may start on any part of the ship,
- (2) that such corrosion will proceed more rapidly as time goes on, the surface of the plates being less liable to corrosion than the interior, and
- (3) that painting is not effective in stopping the corrosion.

As regards the quality of the steel there is at present no evidence to show that it is in any way defective, whereas the present condition of the plates is proof that the last painting carried out six months ago has been entirely effective in preventing further corrosion of the parts previously affected.

Under the circumstances, the action to be taken seems to be clear, and Mr. Nicholas has shown me the draft of his report with which I am in complete agreement.

In view of the importance attached to M. Guillet's report and the somewhat serious statements which he has made it was decided that a further investigation of the steel was

The Secretary.

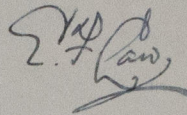
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29th May, 1924.

advisable, and as two pieces from one of the plates in question are in Paris it was agreed, subject to your approval, that these pieces should be cut in half and one half of each sent to London for chemical analysis and examination.

I am of the opinion that M. Guillet has based his conclusions on insufficient evidence, but it would be better perhaps to postpone a detailed criticism of his report until I have had an opportunity of examining the pieces of plate now in Paris.

Yours faithfully,



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For the Chief Surveyors

as
30/5/74

Former ^{Mayne} ~~Redman~~
to note

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