



Please address
further communications
on this subject to
THE SECRETARY
and quote the following
initial.

Lloyd's Register of Shipping.

71, Fenchurch Street, London, E.C. 3.

LLOYD'S REGISTER

Recd. 28 MAY. 1924

Ansd.

LONDON

28th May, 1924.

Dear Sir,

As instructed I proceeded to Southampton on Tuesday, the 27th instant, and in company with Dr. Milton and Mr. E. F. Law, and Mr. Toyne the Society's Senior Surveyor at Southampton, examined the Screw Steamer "NAUSICAA" which was in dry dock at that Port.

We were met on board by representatives of the Owners, the Builders, the French Underwriters, the Consett Steel Co., and of Dr. Guillet (who had previously reported on the composition of the plates).

A careful survey was held, special attention being given to each of the portions of the shell plating which had previously been reported to be corroded.

At each of these parts, which were reported to have been carefully scraped clean and coated at the previous drydocking with three coats of anticorrosive paint as well as with the usual anti-fouling composition, the paint was well adhering to the plates and no appreciable further corrosion had taken place.

In the worst places the paint was now chipped off to the bare steel in order to verify this.

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At other parts the paint was in many places blistered, and when scraped off, the plates beneath were black with oxide but no measurable corrosion had occurred.

In my opinion, in which all the experts and others present, concurred, the active corrosion which had previously been observed had been stopped by the paint which had been applied. It was agreed by all that what the vessel required now was to have the loose paint scraped off, and to be carefully painted with the same anticorrosive paint which had proved to be effective.

The worst corrosion from a structural point of view is in plate E.9 on starboard side, where there is a vertical groove which was measured to be $2\frac{1}{2}$ millimetres in depth for a length of 13 inches. This reduction from an original thickness of 15 millimetres occurring only in less than one-fifth of the width of the plate is not of such importance as to require any action being taken in regard to it, although it will naturally be carefully examined on the next occasion of the vessel's drydocking.

In the circumstances I am of opinion that no further restriction of the vessel's Class should be recommended.

It was noticed that two square patches had been fitted to plate E.8, and it was stated that these patches were applied where two pieces of plate had been cut out at Marseilles on the occasion of the previous docking, stamped for verification by the Marseilles Surveyor, and that they were at present in the

Owners' possession at Paris.

In view of the report which had been made by Dr. Guillet, throwing doubts upon the quality of the steel, it was suggested by the Owners' representative that Mr. Ward of the Society's Paris Office should attend at the Owners and arrange for the two pieces to be cut into halves, and one portion of each sent to Lloyd's Register Office for Mr. Law to make corresponding tests and investigations to those made by Dr. Guillet. This suggestion was considered to be reasonable.

In my opinion if this is done, it would be well for two similar pieces of plate made by two different firms to be supplied to Mr. Law for the purpose of making comparative tests on material of ordinary commercial quality.

I am pleased to add that there was unanimity of opinion among all who were present.

It may be mentioned that during the examination now held, indications of the vessel having recently touched the ground were noted, several plates in the flat of bottom being heavily scrubbed and bare of paint, No.1 keel plate and the adjacent plate in A strake each side under fore foot being more or less badly bent, and set up, and it was understood that repairs to same will be carried out at the present time.

The usual reports on the case will be forwarded by the Southampton Surveyors in due course.

The Secretary,

LONDON.

I am, Dear Sir,

Yours faithfully,

David Nicholas

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For the Chief Surgeon

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