

Returned to the Dixon

s.s. "NAUSICAA".

5005 Tons Gross

Owners:- Compagnie Auxiliare de Navigation, Paris.

Built: 1922 - 5 mo. of Siemens Open Hearth acid and basic steel plates made by Stewart & Lloyd's, Consett and Phoenix, Dusseldorf.

Builders North of Ireland Shipbuilding Co. Ltd., Londonderry.

Launched - 11th March, 1922

Finished - Last survey 26th May, 1922.

There is no data in this Office regarding the coating of the vessel, except that in the F.E. Report it is stated that the surfaces outside are preserved from oxidation by means of paint.  
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On the 5th July, 1922, the vessel was at Havre.

In January, 1923, the "NAUSICAA" was placed in dry dock at Antwerp, and upon examination it was found that a number of plates were pitted and the points of a large number of rivets corroded. The corrosion on the starboard side was more pronounced than on the port side and the E strake was most affected.

In March, 1923, on the vessel's return from Texas, a special examination of the bottom plating was made at St. Nazaire by the Society's Surveyor in company with representatives of the Owners, Builders and Underwriters.

It was found that 18 shell plates in C.D.E.F.G and H strakes on the starboard side, and 7 shell plates in B. C. D. and E strakes on the port side were affected. The plates Nos. 6, 8 and 9 in E strake on the starboard side were the worst grooved and corroded plates in the vessel, the maximum depth of the grooving being 3½ mm, or .14". In the Surveyor's opinion the pitting in other plates was of little consequence. A number of rivet points throughout the bottom in way of the foregoing plates were more or less corroded. Drillings from plates Nos. E 8 and 9 were taken for chemical analysis to be made by Dr. Guillet of the Conservatoire des Arts et Metiers, Paris.

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In July, 1923, the Society's Surveyors at Havre made an examination of the corroded plates at the request of the French Committee.

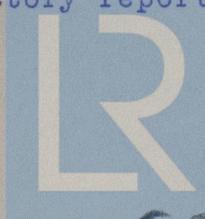
Of the plates previously reported to be corroded only those in the fore part of strake E on starboard side could be examined, viz:- Nos. 9, 10, 11, 12, 13 and 14, in whole or part. The Surveyor reported that these plates still maintained the coating of paint applied at St. Nazaire, and all evidence obtainable seemed to indicate that the corrosion had been arrested. Dr. Milton was asked to report on the case, and this he did.

In November, 1923, the Marseilles Surveyors reported that the bottom of the vessel had been inspected in dry dock, when a special examination was made of the outside plating on C. D. E and F. strakes on both sides, in some parts of which active corrosion was found. The Surveyors recommended that the corroded parts should be specially cleaned and coated with good approved paint, and that the parts in question should be more frequently cleaned and coated until corrosion is stopped; also that the vessel be further examined in dry dock within six months.

At the request of the Owners two pieces of material 10" square were cut out of No. 8 plate in E strake, starboard side, and these pieces were stamped "LR" for identification purposes. Dr. Milton made a further report on the case.

In May/June, 1924, the Southampton Surveyor reported that the vessel was in dry dock after having sustained damage through grounding and striking a dock entrance. The vessel was examined by Dr. Milton, Mr. Nicholas, the Southampton Surveyors and Mr. E. F. Law, and representatives of the owners, builders, French Underwriters, Consett Steel Co., and Dr. Guillet, of the Conservatoire des Arts et Meteurs, were also present.

In view of the satisfactory report received by the



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Committee, the special condition regarding further examination at the next dry docking was removed from the vessel's class.

In January, 1926, the Builders were informed in reply to enquiry that they were correct in their conclusion that the Society's Surveyors had examined the vessel since May, 1924, and that nothing had occurred since that date in regard to the quality of material which might call for special comment.

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After launching at Londonderry she lay afloat for a period of 85 days and her subsequent stay at any port was not longer than 14 days (at New Orleans) and 13 days at Philippeville.

Attached hereto are extracts from the various Reports received on the pitted plates, and a statement showing the occasions on which the vessel has been examined by the Society's Surveyors.

5-11-1926.



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