

2 Enclosures

Reference M.

Lloyd's Register of British
and Foreign Shipping.

Belfast

January 2nd 1888

LLOYD'S REGISTER,
LONDON.

The Secretary

Lloyd's Register of Shipping
London.

REC'D 3 - JAN. 88

AKB

Sir,

I duly received your letter of the 30th ult., enclosing my first entry report on the S. "India", and in reply thereto I beg to state that quarter pillars have been fitted as shown by me on the approved section, and this is now stated on the report, the sizes of the keel, stem and stern post, and the extent of the reverse bars in way of the forecastle, also the depth to top of floors, have now been marked so as to make the section and the report agree, and I regret that this should have been inadvertently overlooked in the first instance.

With regard to my damage survey

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report on this vessel, I beg to state that the slight damage she received while being launched, was not known, nor even suspected, until the 23^d return, when I saw it in the graving dock, or I should have informed the Committee.

From the appearance of the fracture of the plate that was broken, so far as could be seen, the plate was not in my opinion of a brittle character, and from the fact of the plate where indented having been since straightened cold without further injury.

I am convinced that the material was of good ductile quality.

As to the indented plate recommended by me to be heated and faired in place, the indentation was not more than $\frac{1}{4}$ of an inch, and being frosty weather, the plate was simply heated a little to take off the chill, but not by any means to such an extent as to injure it.

I would explain for the information

of the Committee, that the damage was caused by the heads of the fore "poppets", or shores used in launching, being wrongly placed in the space next abaft the collision bulkhead, instead of against the bulkhead, so that when the After end of the vessel was water borne - and it being a very high tide - undue pressure was brought to bear exactly on this spot, and the fore edge of the shore being close to the after frame of the bulkhead, it will be readily understood that the strain that caused the plate to crack in the way it did, was of the nature of a shearing strain.

The first entry report is herewith returned, - also the Section.

I am,

Sir,

Your obedient servant
James Surpin



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For the Chief Surveyor to take

B.M.

9/2/88

This letter should be attached to
report.

J.H.



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