

(2m, 11.8.—H.)

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Sent to Chief Surveyors 14. 12 08

Received from Chief Surveyors

VESSEL'S NAME

S.S. Linga

Report

Row

No. 1362

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

ture of Survey

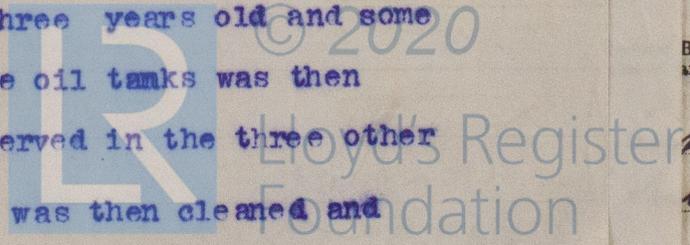
When due

Comps

The Bombay Surveyor reported in September last that he had examined this vessel afloat, owing to a leak on the starboard side of No. 2 tank, and he had found a hole in one plate on the starboard side. Temporary repairs were effected and he recommended that permanent repairs should be carried out at the first convenient opportunity.

The Calcutta Surveyor was communicated with and he states in reply that three other steamers owned by the same Company were under survey in March and April 1904, when it was seen that the inside surfaces of the bottom plating of the oil tanks, particularly Nos. 2 & 3 tanks were considerably pitted. The attention of the Managing Agent was drawn to the matter and it was suggested that a careful analysis of the oil and particularly the oil sediment remaining in the bottom of the tanks might be of service in detecting the nature of a corrosive agency at work. Attention was given to the matter and trials made of various compositions for coating the inside plating. This vessel was examined by the Surveyor in dry dock in January 1907 when she was three years old and some pitting of the bottom plating inside the oil tanks was then observed, similar to that previously observed in the three other vessels referred to. The bottom inside was then cleaned and

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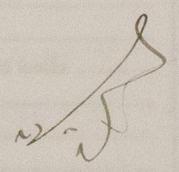


covered with cement which on examination in April 1908, when the S.S.No.1 was held, was then found to be apparently sound and good.

A letter has now been received from the Owners stating that the vessel is due to dock either at Calcutta or at Bombay in April next year, and they will be obliged if the Committee will sanction deferring the permanent repairs until then.

It is submitted that in view of the nature of the defect the Owners should be asked to endeavour to make arrangements for the vessel to be dry docked and the necessary permanent repair effected at an earlier date than that proposed by them.

J.P.K.
14/12/08



C.S.P.
14/12/08



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