



Lloyd's Register of British & Foreign Shipping,

2, Hare Street,

LLOYDS REGISTER, Calcutta, 24th. November 1908.
LONDON.

RECR 12 DEC 1908

ANSR

2018/12
C. J. Cal.

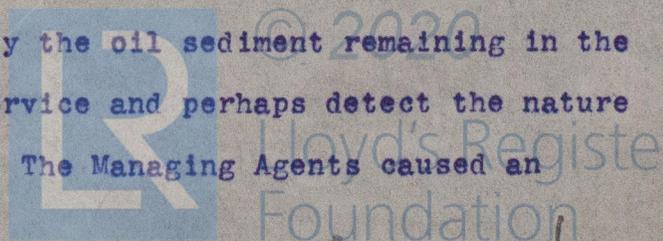
Reference

S.

Sir,

I beg to acknowledge the receipt of your letter (S) dated the 29th. Ultimo respecting the case of the steamer "Singu" and the accompanying copy of a report of a survey recently held on this vessel by the Society's Surveyor at Bombay.

In connection with and leading up to this matter of corrosion in the form of pitting which would appear to have accounted for the leak reported in the bottom plating inside No.2 oil tank of the aforementioned steamer, I would observe that in March and April 1904, the steamers "Khodoung", "Syriam" and "Twingone", owned by the same company, were under survey at this port and it was then seen that the surface of the bottom plating inside their oil tanks and particularly in Nos.2 and 3 tanks was considerably pitted. Please see my survey reports (Nos.2005, 2006 and 2015) on these vessels. In the report on the "Syriam" I stated "To this condition of pitting the Managing Agents attention has been drawn and it has been suggested that a careful analysis of the oil and particularly the oil sediment remaining in the bottoms of the tanks might be of service and perhaps detect the nature of the corrosive agency at work". The Managing Agents caused an



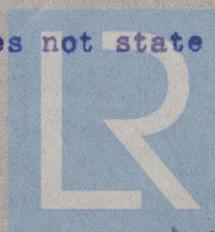
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investigation to be made into the probable causes of the corrosion and entered into communication with me on the subject of a protective coating for the affected steel surfaces. They informed me that trials made of bitumastic enamel and various so-called petroleum-resisting paints had failed, owing to these compositions proving to be soluble in kerosine. Ultimately Portland cement was considered to be a suitable coating and the bottoms - inside the oil tanks - of the steamers "Khodoung", "Syriam" and "Twingone" received a layer of cement.

Towards the end of January 1907, the steamer "Singu", then 3 years old, was examined by me in dry dock for an Annual Survey and some pitting of her bottom plating inside the oil tanks and similar to that previously observed in the three afore-mentioned vessels was found. The Owners' Marine Superintendent then caused the tanks to be cleaned and afterwards the bottom inside them covered with cement. This work of cleaning and cementing the plating was completed with the utmost despatch. In April 1908, this vessel again came under my inspection for Special Survey No.1 and the cement in the bottom of her oil tanks was then found to be apparently sound and good.

In your letter (H) of the 30th. Ultimo, I note that the Owners have stated that the permanent repair will probably be effected at Calcutta and I need scarcely say that if I am afforded the opportunity, for which I am most desirous, this matter will receive my very close attention.

The Bombay survey report does not state the size of the hole found in the vessel's bottom.



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Meanwhile I would respectfully express my profound regret at this untoward occurrence.

I am, Sir,

Your obedient Servant,

J.W. Fish.

The Secretary,

London.



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Referred to the Chief Ship Surveyor.

DEC 12 1908

Also for Mr. S. A. Hill to note
Referred to Mr. ~~M. J. G.~~

C. J. G.

S. A. Hill

LOUÏS BRÉQUET BELMONT

1 27 1 211

London.

The Secretary,



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