

Original letter with:.....Copy of ~~Extract from~~ letter received fromNAME

Surveyors,

ADDRESS

Whyalla.

Reference, if any:.....

Dated 3.9.52 Received 10.9.52 Answered.....

Vessel's Name:

"IRON CHIEFTAIN" "IRON BARON"  
"IRON DUKE" "IRON MONARCH".

The F.H.P. Shipyard have received a letter from the Company's Shipping Department intimating that corrosion is occurring on the tank top plating under the boilers in the "Chieftain" class ships - "Iron Chieftain", "Iron Baron", "Iron Duke", "Iron Monarch" - due to the accumulation of water and dust. It is stated that present-day labour difficulties make it almost impossible to have the surface of the tank top kept clean, and hence satisfactory drainage of water to the hat-boxes is almost impossible of achievement. There is no bilge in these ships. The Shipping Department have asked the Shipyard's advice on the best method of solving the problem.

My advice has been sought, and the suggested remedy of coating the surface of the tank top with bitumastic enamel does not appear feasible because the boilers (water tube) are only some 6" above the tank top and access will be difficult.

It has been proposed that a number of holes be cut in the tank top in way of the cofferdam frames 31/2, to allow more efficient drainage, and any compensation for these holes will be fitted as considered necessary. Before agreeing to this proposal, however, I shall be glad to have your comments, for I feel it is doubtful whether holes in the tank top plating can be allowed.

At the same time I shall be glad to have your comments on the maximum allowable length of a vessel having a single bottom: whether a continuous intact double bottom is required, and if so under what circumstances: and whether the Society has any jurisdiction in the matter of fitting a single, or double, bottom structure. Table 5 of the Rules would appear to limit the length of a vessel having a single bottom to 300 feet, but this not an entirely satisfactory answer to the question.