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TELEPHONE N° 107 REGENT.  
TELEGRAMS "HADFIELDER, LONDON"

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22, CARLTON HOUSE TERRACE.  
S.W.

LLOYD'S REGISTER  
Recd. 22 MAY. 1924

PRIVATE.

Ans'd. 22 MAY 1924

May 21st 1924.

Dear Mr Scott,

LONDON

In reply to your letter of yesterday's date, I have read the various reports regarding this interesting case, and as far as a somewhat hasty consideration permits I should on the whole agree with Mr Milton in the last four lines of his letter of January 31st 1923, which seems to be the crux of the matter.

As regards some of the analyses quoted, for example the Phosphorus is given as .019% and the Sulphur as .008%, speaking personally without the actual specimens before me, I should doubt the correctness of these figures, they are too low. If the material was of this purity, it certainly could not be described as bad; whilst in some of the other specimens the Phosphorus is about .027%, yet the Sulphur is still given as a mere trace, which I should doubt. However, I could only be positive of this after obtaining drillings and having an analysis made in my own Company's Laboratory.

Corrosion often occurs in such peculiar ways, and this even if the steel is of the best quality, that it is most difficult to determine its origin or draw any definite conclusions without most exhaustive enquiries being made; even then there is often uncertainty. My own experience has been that in most cases the steel was not to be blamed. Of course if steel is not properly made and cast then any kind of trouble may occur, but I understand the bulk of the steel had been submitted to and satisfactorily passed the usual inspection tests, so that it would therefore appear that the steel could not be at fault.

In one of the statements a satisfactory point is made, where it is pointed out that even the wrought iron rivets were attacked. This seems to show that some special conditions existed ~~which~~ brought about the corrosion. *must have*

As regards the "sand" question, I cannot think this has any real bearing upon the cause of the trouble.

Finally, I think, as recommended yesterday, that if the matter is to be gone into exhaustively, including proper determinations of the composition of the steel and other points, that you would find the help of my friend of long standing, Mr F.W. Harbord, F.I.C., 16 Victoria Street, S.W.1., most useful. He has been a Member of Council of the Iron and Steel Institute for many years, and some years ago received the honourable distinction of the Bessemer Gold Medal.

I am sorry not to be able to be of more service in the matter, but I hope these few notes, which of course must be taken tentatively, may be of some service. Before giving a definite opinion I should have to examine the plates, analyse them and take many tests, physical, mechanical, and metallographic, for which, unfortunately, I have not the time to spare.

Yours faithfully,

*R. A. Hadfield*

A. Scott Esq.,  
Lloyd's Register of Shipping,  
71, Fenchurch Street,  
E.C.3.



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