



# Lloyd's Register of Shipping.

Exchange Building,

Sprott Road, Ballard Estate,

Bombay, 13th November 1925.

J. HOUSTON,  
SHIP AND ENGINEER SURVEYOR.

*Reference*

Dear Sir Westcott,

You are no doubt aware of the trouble which has arisen in the s.s. "Tairea", and you will probably have seen the cablegram and report which Mr. Peskett and I despatched from Calcutta

The vessel in question is now in dry dock here and the Owners are proceeding with the repairs in accordance with our recommendation that the shell plating should be stripped, dressed up, pulled well home, and be reriveted in way of the oil fuel bunkers. Defective riveting and bad workmanship generally are in my opinion at the root of the trouble. I find that practically every rivet in the connections of the horizontal girders to the shell plating are hand slack, and it has occurred to me that double riveted bars, or double bars single riveted, are necessary for the full length of the girders, or the same trouble might easily arise in the future, no matter how well they may be riveted now. The boundary bulkheads were also leaking badly in way of the bracket extensions of the horizontal girders, and additional brackets above and below the existing bracket might be advisable. The tank top connections of the boiler and dynamo stools also leak very badly and double riveted bars at these points would help things I think.

P. T. O.

W 288-0174 (1/2)



Would you be so good as to look through the approved plans of the oil fuel bunkers and advise me if you think any additional stiffening is necessary, and also let me have your remarks on my foregoing suggestions.

Thanking you in anticipation and with kind regards,

I remain,

Yours faithfully,

*John Houston*

Sir Westcott Abell,

L o n d o n.



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W 288-0174 (2/2)



For the Chief Ship Surgeon

(1)

C. D.

+ for Mr. Mayne  
to note

L O N D O N.

Sir, Dear Sir,

John Mayne

Yours respectfully,

I remain,

Thanking you in anticipation and with kind regards,

Believe me my foregoing suggestions.

Additional attention is necessary, and also let me have your  
views of the old steel pulleys and advise me if you think any

would you be so good as to look through the enclosed



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