



# Lloyd's Register of Shipping,

342, Argyle Street, Glasgow, c.2.

29th October, 1925.

Reference

Dear Sir,

I beg to state that, in accordance with the instructions contained in the Secretary's letter of the 26th instant, I have carefully read the correspondence and the reports of the Bombay and Calcutta Surveyors on the surveys recently held on the T.S.S. "TAIREA", and I have discussed the case with the Surveyor under whose supervision the vessel was built, Mr J.R. Clark, and also with the Builders.

In regard to the former, I enclose a memorandum from Mr. Clark dealing with the case. This speaks for itself but I would direct attention to the paragraphs I have marked A, B, & C. So far as Mr. Clark is concerned, I have always found him a most painstaking officer of the Society. I think it right to say that I am quite unable to reconcile the existence of defects of workmanship of the character indicated in the report, if that is established, with what  
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I have observed of the Surveyor's character and ability.

With regard to the Builders, I have discussed the case with Mr. N.E. Peck, who has been good enough to inform me of all the circumstances so far as his firm is concerned. He explained that Mr. Cooper, until lately, and for many years, their Iron Manager, is at present on a tour round the world and as he happened to be in Calcutta at the time of the survey they requested him to attend as their representative and to forward to them a full report. This Mr. Cooper has done in three lengthy communications which Mr. Peck allowed me to read. The letters are obviously written for the private perusal of Messrs. Barclay, Curle & Co. and it is inexpedient to make them official. Mr. Peck, however, states that he has no objection to the Committee being made aware of their contents.

Mr. Cooper, as the result of his observation, admits freely the existence of slack rivets and consequent leakage in the oil tanks but he repudiates absolutely the general charge of defective workmanship. He also criticises severely the method of rivet testing adopted by the Surveyor as one calculated, not so much to discover a defective rivet, as to render defective a rivet originally sound. He states also that in the matter of the taper of the shell scarps, these conform to the firm's usual practice/

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practice, in vogue for many years, and hitherto found satisfactory and to which no exception has been taken, (see paragraph A in Mr. Clark's statement) nor does he admit that any serious exception can be taken to the fitting of the margin angle or to the other points mentioned by the Surveyors. His general impression is that the Surveyors, in making this survey, had lost sight of shipbuilding methods and standards and had adopted a point of view more proper to engineering and to the survey of a steam boiler than to a ship's hull.

The fact that Mr. Cooper is in the position here of defending his own workmanship will, of course, not be overlooked; and Mr. Peck quite appreciates this, but from what he knows of Mr. Cooper he feels obliged to attach weight to what he says. This is an attitude with which I sympathise, based on my knowledge of Mr. Cooper.

With regard to the request for my own remarks it is difficult to make any comment on this case in view of the impossibility of examining the ship. The oil bunkers of the "TAIREA" are substantially constructed but it would not be surprising to find damage there having in view the severity of service conditions. In regard to the general character of the workmanship, it can be said that if it is as stated, it constitutes a striking exception to the Builders' usual practice. The standard of workmanship at Messrs. Barclay, Curle & Co. is uniformly/



uniformly good and, since the Surveyor states that similar defects are reported to have been discovered in the S.S. "TAKLIWA", it is difficult to understand why two vessels built in separate establishments should reveal defective workmanship of the same nature in the same places. In detail also there are several items in the Surveyor's report which are puzzling - in particular the remarks in regard to the shell scarps from which it would appear that the Surveyors consider it necessary to remove the side shell plating - and also the result of the examination of the margin angle. In view of the importance of the matter and of the bearing of these two cases on the question of the construction of oil tanks in general, it is unfortunate that these vessels cannot be examined by an experienced Ship Surveyor.

Yours faithfully,

*John D. Gomerie*

The Secretary,

GLASGOW.

P.S. I observe that there is no statement in the Surveyor's Report having reference to an examination of the vessel's log as the nature of the damage sustained by the structure in way of the oil tanks suggests heavy weather.