

S.S. "TAIREA", built 1924-5mo.

S.S. "TAKLIWA", built 1924-7mo.

Dimensions:- 450.7 x 60.2 x 33 feet moulded

BUILDERS:- Messrs. Barclay, Curle & Co. Ltd.

OWNERS:- British India Steam Navigation Co. Ltd.

These sister vessels, recently completed, are now engaged in the coastal service of the British India Company in India, and on the 10th of last month Mr. Noel Peck of the Builders' Firm called at this Office with reference to a cablegram received by the Owners from their Calcutta Representatives, which stated that an examination of the fuel oil and double bottom tanks disclosed serious defects in workmanship to such an extent that local opinion considered it necessary for the vessels to be sent home for Builders' overhaul.

It was stated that the Society's ^{Calcutta} Officer concurred in this opinion, and in the circumstances, after laying the matter before the Owners, it was agreed that Mr. Peck's suggestion that the Bombay Surveyor should join the Calcutta Surveyor in surveying the vessels should be acted upon.

The detailed report of the survey held by the Bombay and Calcutta Surveyors on the S.S. "TAIREA" (the other vessel having left Calcutta before the Bombay Surveyor's arrival) is now to hand. The vessel was examined afloat in the River. The defects are reported to be in the oil fuel bunkers and double bottom tanks in the engine and boiler spaces used for carrying oil. All the bunkers have been examined internally, also Nos. 4, 5 & 6 double bottom tanks have been tested with a head of oil. The Surveyors state that in the oil fuel bunkers the majority of the frames at the turn of bilge were open, the packing slips being loose, and that the shell plating was not hard up on the framing.

Many loose rivets were found in the frames and in the bunker horizontal girder connections to the shell plating. These rivets were leaking badly, and in consequence oil could not be carried except in the lower part of the bunkers.

The Surveyors state that ^{some} riveting was removed and the workmanship was very poor.

On the internal examination of No.5 double bottom tank being made ^{similar} ~~the same~~ defects were observed, especially towards the turn of the bilge.

The Surveyors state that in their opinion it is necessary that the shell plating should be released from C strake to the main deck, and the whole of the workmanship at this part dealt with.

The Surveyors further draw attention to the temporary repairs carried out in February last in No.1 hold, which still remain to be dealt with. In this connection it may be remarked that an examination of the arrangements in this Office indicated that the scantlings were fully equivalent to the Rule requirements, and they were considered efficient.

The Bombay Surveyor requests to be advised whether it is considered necessary that he should again proceed to Calcutta with the object of surveying the sister ship "TAKLIWA" for similar reported defects. This latter vessel it will be remembered has already been the subject of special investigation in regard to the brackets fitted externally to the bulkheads at the side of the ship at the level of the horizontal girders. It was thought that the repairs previously carried out had overcome the leakage in this vessel.

Previous to the receipt of the detailed report on the "TAIREA", a summary of the result of the examination was reported by cablegram, and this was transmitted to the Owners and to the Society's Glasgow Office. Mr. Peck of the Builders' Firm then stated that he expected shortly to receive

a report from their head iron foreman who built the vessel and who is now in Calcutta, and he suggested that if the Owners agree a decision in the matter should be deferred until the foreman's letters and those of the Society's Surveyors came to hand.

It is submitted the Owners should be informed of the contents of the detailed report now received from the Surveyors, and (as the Owners have previously consented to Mr. Peck's request) that the Builders should also be similarly advised, together with the Society's Glasgow Office.

It is considered desirable that the Bombay Surveyor should again join the Calcutta Surveyor in an examination of the "TAKLIWA" as soon as this can be arranged.

In connection with these cases, a further sister vessel ("TALAMBA") was constructed by Messrs. R. & W. Hawthorn, Leslie & Co. at about the same period. There have been no adverse reports on this case, and it is submitted for consideration whether the Calcutta Surveyor might not be asked to state whether there have been any local suggestions of a similar character made in regard to this ship; and, if nothing has occurred, whether he might not visit the vessel next time she is in port and make judicious enquiries.

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