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# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

29th September, 1925.

Dear Sir,

D. Mr. Noel Peck, of Messrs. Barclay, Curle & Co. Ltd., called here on the 10th instant, and stated that the British India Steam Navigation Company had received a cablegram from their Calcutta representative, dated the 9th instant, as follows, viz:-

"Examination PAIRBA fuel oil and double bottom tanks discloses serious defects in workmanship which Superintendent Engineer considers should be examined by Builders' Representatives. To remedy same may necessitate drydocking for 3/4 months to free frame(s) stringer angle shell plating landings so that they may be re-riveted. TAKLIWA also leaking indicative of same serious defects. Impossible secure drydock India for long period(s) and would suggest if Builders' Representative(s) agree necessity for repairs as indicated by them steamers should be sent home next passenger season for Builders overhaul. Superintendent Engineer's opinion confirmed by Lloyd's Surveyor who has been called in. Builders Representatives should be nominated immediately so that examination can be made now tanks have been opened out".

It was then arranged, with the concurrence of the owners, that Mr. Houston, the Surveyor at Bombay, should be instructed to join Mr. Peskett, the Calcutta Surveyor, in a survey on those two vessels, and cable <sup>fully a joint</sup> report explaining whether stated defects in double bottom and bunkers necessitate drydocking and for how long in Calcutta or home port.

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It appears that the "TAKLIWA" sailed before the Bombay Surveyor arrived at Calcutta, but I have received this morning the following cablegram from the Surveyors, dated Calcutta 28th September, a copy of which, as previously arranged, is being sent to Mr. Peck and to the Owners, viz:-

"TAIRRA" survey of all oil fuel bunkers and double bottom tanks carrying oil now completed. Majority of frames at turn of bilge open large number of packing slips loose and shell plating generally not hard up on frames. Countersinking of shell plating poor. Large number of loose rivets in frames and bunker horizontal girders. Many shell beams open at ends of scarp laps. Bunkers cannot be filled above horizontal girders owing to oil leakage. Double bottom tank tops leaking badly in way of boiler and dynamo stools gusset bars and tank margin angles. Recommend these to be reriveted and shell plates from C strake to main deck in way of oil fuel bunkers to be released and reriveted. Time to complete work India three to four months majority of this time being in dry dock."

I am, Dear Sir,

Yours faithfully,

Secretary.

The Secretary,

GLASGOW.



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