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S.S. "TAIREA", Built 1924-5mo.) Builders:- Messrs. Barclay,
S.S. "TAKLIWA", Built 1924-7mo.) Curle & Co. Ltd.

Dimensions:- 450.7 x 60.2 x 33 feet moulded

OWNERS:- British India Steam Navigation Company.

These sister vessels, recently completed, are now engaged on the coastal service of the British India Company, and in normal circumstances would have no occasion to return to this country.

Mr. Noel Peck, of the Builders' firm, has called at this Office and states that the Owners have received a telegram from their Calcutta Representatives, dated 9th inst., as follows:-

"Examination TAIREA fuel oil and double bottom tanks discloses serious defects in workmanship which Superintendent Engineer considers should be examined by Builders' Representatives STOP 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 STOP TAKLIWA also leaking indicative of same serious defects STOP 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. STOP Superintendent Engineer's opinion confirmed by Lloyd's Surveyor who has been called in STOP Builders Representatives should be nominated immediately so that examination can be made now tanks have been opened out".

These vessels are arranged for the burning of oil fuel, which is carried in Nos. 4, 5 & 6 double bottom tanks and also in deep tanks fitted between the engine room and boiler room and again forward of the boiler room.

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The details as to ~~whether~~ the defects have been observed are not known, and the Builders are desirous of being clearer on this point, so that they may form some conception of the seriousness or otherwise of the case.

The suggestion that the vessel would need 3/4 months in dry dock is questioned, and in these circumstances the Builders would be glad if the Society's Surveyor at Calcutta could survey the ship and report by cable the result of his examination.

Mr. Peck suggests also, in view of the serious nature of the cablegram, that if possible a second Surveyor should join the local Surveyor, and in these circumstances it would be necessary for the Bombay Surveyor to be instructed to proceed to Calcutta with all celerity to join Mr. Peskett in the survey.

Failing this arrangement being possible, the Builders would prefer that an additional Surveyor be obtained locally to be associated with the Calcutta Surveyor.

In particular it is desired to know the nature and extent of the defects, whether they are in the double bottom tanks or in the deep oil fuel tankers, and how far these defects necessitate the carrying out of repairs in drydock. The Surveyor should also indicate, in the event of drydocking being necessary, the length of time he considers that the repairs would take if carried out in Calcutta or alternatively if carried out in this country.

BH 10.9.25.

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