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Lloyd's Register of British & Foreign Shipping,

71, Fenchurch Street, E.C.

18th December, 1912.

Sir,

8. I duly received your letter of the 12th ultimo, relative to the case of the steamer "SHIRLEY", and have to acquaint you that your remarks were read ^{to} of the Committee, who have given the circumstances their very careful consideration.

In accordance with the Committee's instructions the Owners of the vessel have now been informed that the necessary repairs must be effected without further delay in order to the retention of the vessel's class. At the urgent request of the Owners, however, the Committee have agreed to the steamer making a trip to Bombay after her arrival at your port, which is expected shortly, provided all necessary repairs be carried out on the steamer's arrival at Bombay and you are of opinion upon examination of the hull and furnaces before she leaves Calcutta that the steamer is efficient for the voyage to Bombay.

In the circumstances I cabled to you, as follows, which I now confirm, viz:-

SHIRLEY = Vessel's name
ELAVAVI = referring to your letter of
SALVATO = 12th November
ENGUICO = I have informed the Owners (or

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CAUNIE = all necessary repairs must be carried out
SCHICKEN = without further delay
CATHANTE = repairs may be postponed
SCHOFF = to enable vessel to proceed to
BOMBAY = Bombay
ENTENDIO = subject to
ESDRAELA = the examination of
HULL = hull
FURNACES = furnaces
SCHISMA = before the vessel leaves your port
ENDOPTILO = if vessel, in your opinion, efficient
ENGRASES = make arrangements accordingly
EISWAND = send full particulars to ... by letter
SCHUINST = the Society's Surveyors at Bombay.

With regard to this case I have to call your attention to the entire absence of detail in your reports as to the condition of the decks and bulkheads of this vessel. In your Report No. 2976, dated January, 1912, you state that "the decks, frames, shell plating at stem and various other parts will soon require to be dealt with but are efficient at present". In your Report No. 3006, dated March, 1912, you recommend the vessel as eligible to remain as classed, subject to being further examined in dry dock at the first favourable opportunity. In your Report No. 3032, dated June, 1912, you state "the vessel as now seen is eligible in my opinion to remain as classed". In your Report No. 3043, dated July, 1912, you also recommend the vessel to remain as classed, and although in your letter of the 24th July you make reference to "the state of the decks, stem plating, &c." no details of defects in the hull are given, and you conclude by stating that the vessel "is expected to dry dock again here in about two months. I shall then have to recommend various repairs" &c. In your Report No. 3068, of September, 1912, you again refer to the

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decks, engine room aft bulkhead and after bulkhead, pointing out that repairs should be done to these parts at an early date, and making a suggestion that they should be dealt with when the furnaces are under repair.

I have to point out that in none of these reports are full particulars, or indeed particulars in any detail at all given of the deterioration which had taken place in the parts referred to, and your report was not accompanied, as it should have been, with a copy of the letter, dated 14th September, which you addressed to the Master of the vessel.

In the circumstances, the Committee feel that they were not furnished by you with complete information in regard to the condition of this vessel, and I have further to say for your future guidance that if the condition of the decks and bulkheads was such that, in your opinion, the repairs should not have been delayed beyond the end of November, you should have made a definite statement to this effect in your report to the Committee, instead of suggesting that the repairs should be done at the time mentioned. Further, copies of any documents such as the letter addressed by you to the Master on the 14th September should always be furnished to the Committee at once.

In the absence of the full particulars of the deterioration and of a definite expression of opinion from you, the Committee were led to agree to the postponing of the repairs until the end of March, and I need hardly point out that the

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course which the Committee have now felt compelled to adopt, in the light of your letter of the 12th November, has put them in the unfortunate position of having to go back on their previous decision, and at the same time has put the Owners to a great deal of inconvenience.

I am, Sir,

Your obedient servant,

Secretary

John H. Mackirdy Esq.,

CALCUTTA.



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