

No. 1479

Port of

Survey held at

Date, First Survey Jan 10th 11

Last Survey 7th Mar 1903

Suppl on the ~~Wood, Iron or Steel~~

Steel S.S. "Indrasakti" mka

Master

When 1907 - 12

TONNAGE:—

Built at Singapore

By whom *C. Cornell & Co*

When 1907 - 10

GROSS 0191

Owners *J. B. Royden*

Port belonging to *Liverpool*

UNDER BK: 7000
2217

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock?

Name of Dock *Samuel Taggart*

Destined Voyage China & Japan

41D Bor DBa 113 feet; uE&B 56 feet; f 192 feet;
capacity 1200 tons. FPT tons; APT 50 tons; MT feet tons.
 All alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing of the inner bottom plating, especially in the drier space.

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✱ for Special Survey.		
Date of last Survey and of Periodical Surveys.		

Report. No. 15. Port A. H. S.

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes. As being detailed in the body of the report, should be summarised in the form shown below. Whenever the loss of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles must be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment and the names and titles of the persons who were present.

+ 100A1 10/07 + L.M.C 10/07

OR EXAMINATION AS PER RULE, FOR
my report hereto attached. The above vessel left this Port
the 4th Jan 1902 with a general cargo bound from New York
via Japan & returned to Singapore on the 10th Jan leaking
in the Forward or No 1 hold. and according to the
book had on the 7th Jan 24" 6" of water in this hold and
6 feet of water in the No 2 hold. The vessel then experienc-
ed very heavy weather in the China sea. The log book
stating that the vessel had been leaking shortly after
leaving New York. during heavy weather so far back as Nov 29th
being subsequently recommended that all the cargo
in the hold be discharged. made an examination

DAMAGE REPAIRS :—		Plates.	Frames.	R. Frames.	Floors.	Beams. <i>5 extra above beams filled</i>	Str. Plates.	Dk. Plates.	Other Items :—
Land Paired or Repaired	...								
Repaired in place	...								
CONDITION OF THE		Stringers		Dbing. Plates under Sounding Pipes.		Engine Room Skylights		Copper, or Y.M. of Wood Vessels.	
<i>Good</i>		<i>only partly seen</i>		<i>not seen</i>		<i>Good</i>		<i>(State if on felt.)</i>	
"		Inner Bottom Plating		Coal Bunkers, Open'gs, Lids, &c.		"		When put on, Month	
"		State if Tanks have been examined inside		"		"		Year	
"		State if Tanks now tested		Scuppers		"		<i>Good</i>	
<i>only partly seen</i>		Bulkheads		Cargo Hatchways.		"		Masts, Yards, &c.	
<i>Good</i>		<i>only partly seen</i>		Hatches.		"		Condition, how ascertained	
"		Ceiling.		Planking		"		<i>(State if wedges removed)</i>	
<i>Good</i>		<i>not seen</i>		of Wood Vessels.		"		<i>no</i>	
"		<i>(State which.)</i>		Caulking		ditto		<i>Good</i>	
"		Rudder		Treenails		ditto		Sails	
"		<i>Good</i>		Breasthooks & Stemson		ditto		Equipment letter	
"		Windlass.		Transoms, Pointers, & Crutches		ditto		Anchors, No. of	
<i>not seen</i>		Have Pumps now been examined and found efficient?		Timbers of Frame at openings		ditto		<i>F B 15. 1K</i>	
<i>only partly seen</i>		<i>none</i>		Ditto ditto at other places		ditto		<i>no</i>	
"		Have Sluice Valves now been examined and found efficient?		Stringers, Clamps & Shelves		ditto		Cables <i>(State if now ranged)</i>	
<i>not seen</i>		"		Salting		ditto		" length size	
"		Have Watertight Doors now been examined and found efficient?		<i>(State if examined.)</i>		"		<i>(on board)</i>	
"		<i>not seen</i>		"		"		" Rule length size	
"		"		"		"		<i>(per Table 22)</i>	
"		"		"		"		Hawser & Warps	
"		"		"		"		<i>sufficient</i>	
"		"		"		"		Standing & Running Rigging	
"		"		"		"		<i>not done</i>	

Observations, Opinion as to Class, Recommendation, &c.:— This vessel so far as clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example:—".....to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of 98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and pEND98, &c."

This vessel has been seen appears to be in good sufficient condition & in my opinion eligible to be retained as at present classed in the Register Book with fresh record of survey 3.02. As the permanent repairs being approved of by the Committee

Chargeable per Scale II., Sec. 27 £ : : Fees applied for,

10,000-25-0-00-
(The Surveyors are requested not to

Survey Fee (per Section 25)	\$	
Special Damage or Repair Fee (if any) (per Sec. 25.)	\$	15 - 15
Travelling Expenses (if chargeable)	\$	@ 1/98
Second Surveyor's Fee (if any)	\$	= \$173.30

Committee's Minute

Character Assigned

TUES. 8 APR 1902

7. 3 1902
Received by me,
10. 3 1902
Turo

Howells TUES. 10 MAY 1906
Surveyor to Lloyd's Register of British & Foreign Shipping.
TUES. 3 FEB 1903
TUES. 12 MAY 1903
TUES. 21 JUL 1903
FRI. 20 NOV 1903
TUES. 19 DEC 1905
FRI. MAR 22 1907
FRI. 7 MAY 1909
FRI. 11 JUN 1909
FRI. 5 NOV 1909
TUES. 19 JUL 1910
JUL 1906

W588-0160 1/2

and found the rivets slack and landings sprung in the lower edge of Main Deck sheer strake and also in the two landings of the strakes below, both Port and Starboard side for 25 frame spaces counting from the Aft bulkhead. a few of the rivets could be turned by the fingers. After the No. 1 hold was discharged it was found impossible to replace the slack rivets in the lower strake whilst the vessel was afloat. She was subsequently lightened up & placed in Dry Dock. Examined in the No. 2 hold & tested the rivets in the same strakes of outside plating as those found leaking in the No. 1 hold and found them to appear quite sound. The Forward Bulkhead showed signs of having been leaking at the rivets of the horizontal stiffeners but on sounding them they appeared to have rusted up & to be quite tight. In my opinion the 6 feet of water as reported to have been in this hold has come through the bulkhead owing to the great pressure forward. All the loose rivets in the 3 landings below Main Deck sheer strake have been renewed and landing edge caulked for about 50 feet in the No. 1 hold Port & Starboard side.

As the vessel appears to have been severely strained owing to heavy weather causing her to part in the No. 1 hold. I recommended that five temporary wooden beams be fitted with stanchions at the quarters, so as to enable the vessel to prosecute her present voyage & proceed home for permanent repairs. The Master & agents objected to a temporary repair being ^{made} having received a cable from the owners to repair permanently. The following strong beams were subsequently fitted as recommended. Five of 12" x $\frac{5}{8}$ " bulb plate with angle bars 6" x 4" x $\frac{1}{2}$ " and a rider plate $\frac{5}{8}$ " x 13" connecting to the 2nd stringer below between deck by a gusset plate 4 feet long x $\frac{5}{8}$ " thick. The beam knee bracket plates $\frac{5}{8}$ " thick x 3 feet deep.

A sketch of the beams also the spacing of the same herewith attached. The former ^{hold} stanchions have been cut & fitted with a foot above and below the beams and secured to same.

Whilst the vessel was in Dry Dock examined the bottom & found no further damage beyond that mentioned in the Forward hold except to

(Continued)

SS "Indrasamha" of Liverpool.

The lower landing edge of one plate in the 5th strake below the upper deck and in way of the Starboard bunker. This plate appeared to have been chafing against some hard substance starting the rivets & seam. 13 rivets were renewed and the landing edge caulked.

The rudder quadrant blocks on the Poop deck. The deck planking, also diagonal tie plates were found to be started from the beam angles. This was alleged to have been caused through the rudder getting jammed owing to the vessel steering badly when down by the head whilst returning to Singapore. Two hard wood chocks have been fitted at each side, under the deck, and kept flush with the bulb of the beam, also a covering plate fitted over the chocks & the quadrant blocks secured to the same. The vessels bottom has been recoated also the Fore hold cleaned & painted.

Flow