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Lloyd's Register of British
and Foreign Shipping.7^E Battery Road, Singapore.7th February 1902

LONDON.

REC^d 3 MAR 1902ANS^d XThe Secretary,
Sir,

I beg herewith to confirm my telegram of yesterday's date as follows:
 — Committee London. "Indrasamha"
 3. Strakes. rivets. leaking. fifty feet.
 Fore hold Port Starboard riveting
 apparent. Lanting. Shall I recommend
 temporary beams — with reference to the
 S. S. "Indrasamha" No 7 in the Register Book
 Supplement & have to acknowledge the
 receipt of your reply received this day
 stating "Repair satisfactory for voyage
 home." I would like to explain for
 the Committee's information that this vessel
 left this Port on the 4th January 1902 with
 a general cargo bound from New York
 to China & Japan & returned to this Port

See wire

on January 10th 1902 in a leaky condition & according to the Log Book had 24.6" of water in the Fore hold & 6 feet in the No 2 hold on the 7th January last the vessel then experiencing some very heavy weather in the China Sea. The Log Book also stating that the vessel had been leaking during heavy weather as far back as November 29th 1901. The Agents Messrs Behu Meyer & Co requested a survey in order to ascertain what damage the vessel had sustained at the same time calling in Mr Charles Fittock as an independent surveyor.

X Having subsequently recommended that all the Cargo in the Fore hold (which consisted of heavy machinery, safes etc in the Tween deck. Case oil & rosin in lower hold) be discharged and this having been done I examined the hold & found the rivets slack & landings sprung in the lower edge of Main Deck Sheerstrake & also the two

landings of the strakes below on the Port & Starboard sides for 25 frame spaces from the Aft Bulkhead, about six of the rivets could be turned with the fingers.

After the F hold was discharged it was found impossible to renew the slack rivets in the lower strakes when the ^{was} vessel afloat. She was subsequently lightened up & the heavy cargo from tween decks in Fore hold placed below & equally distributed.

Part of the Cargo of Coal in the No 2 hold was discharged & the remainder spread equally over the bottom, leaving the side plating exposed above the bilge. The vessel was afterwards put into dry dock when I made an examination of this No 2 hold and tested several rivets in the same strakes as those leaking in the No 1 hold but could find none of them slack nor were any signs of leakage in the others. The bulkhead showed signs of having

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been leaking at the rivets of horizontal
stiffeners, but appeared to be now rusted
up & quite tight and I felt satisfied
that the 6 feet of water as alleged to have
been in this hold was from the bulkhead
owing to the great pressure at the other side.
I have had several rivets knocked out
in way of defective larding of shell plating
in the Forehold & although they appear
to be a little short in some places they
have been well hammered up & the
counterbulk appears to be sufficient &
well filled up.

In my opinion the vessel has been
severely strained owing to the heavy weights
& nature of the cargo carried in F hold
and it is apparent that some means
had better be introduced to prevent the
same occurring again during the
homeward voyage. as the vessel according
to the Master's statement is going to load
in China & Japan for New York there
being no certainty as to when she may

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arrives home.

Having recommended that all the slack rivets in the Forehold be cut out & the seams caulked I felt it my duty to write the Committee & bring before them the fact of the Case before I recommended any temporary beams be fitted. I might also state that the Surveyor for the owner is strongly recommending the fitting of 5 temporary wooden beams in the Forehold & in his report is attributing the leakage to painting & straining caused by heavy weather.

I will forward my report in due course.

Trusting that my action in this matter will meet with the Committee's approval

I am, Sir,

Your Obedient Servant
Frederick



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Referred to the Chief Ship Surgeon.

3 MAR 1902

Also for Mr. Hill to note.

[illegible]