

C O P Y.

S U R V E Y R E P O R T.

On the British Screw Steamer "I N D R A S A M H A"

Captain A. Horsfell.

I the undersigned Surveyor do hereby C E R T I F Y that at the request of the Master, and Agents Messrs. Behn Meyer & Co., I have this day proceeded to the above named vessel which is now lying alongside the Tanjong Pagar Dock Coy's Wharf for the purpose of surveying and reporting upon her condition, she having sprung a leak whilst on her voyage and put back to Singapore.

Found from the statement of Captain and Chief Officer the particulars of which are detailed in the Log Book and Protest.

That the vessel sailed from Singapore at 4.30 p.m. on the 4th January, 1902, with a general cargo bound to Japan, via Manila and China ports (the vessel having been making a little water in the No.1 hold since 23rd November, 1901, she was surveyed at Port Said and examined by a Diver who reported that she appeared to be in first class order, and a certificate of seaworthiness was granted). On the 5th January, 1902, the leak was found to be rapidly increasing, on the 7th January ship pitched and laboured very violently, shipping large quantities of water forward, soundings taken at 3 a.m. were 5 ft. 5 ins. on the port side and 6 ft. 9 ins. on the starboard side, at noon 9 ft. 11 ins. was found on the port side and 11 ft. 11 ins. on the starboard side. It was decided to return to Singapore, and the vessel's head was turned in that direction, and about midnight 24 ft. 6 ins. was found in the fore hold, and 6 ft. in the No. 2 hold, which was gradually reduced when she anchored in the Roads on the 9th January, and when she came alongside the Wharf this morning 16 ft. 6 ins. was found in the fore hold and 2 ft. 9 ins. in the No. 2 hold.

Recommend the cargo in the No.1 hold to be discharged to

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try to find the leak, and that the cargo be worked down in the square of the hatch first so that a salvage pump can be got and put to work is the ship's pumps cannot keep the leak down and pump her dry.

Singapore,

(Signed)

10th January, 1902.

Chas. Fittock.

Survey Fee £3. 3. 0.

Having again visited the "INDRASAMHA" found part of the cargo worked out of the square of the hatch also into the port side, and on examination found the upper edge of the 4th strake of plating below the main deck sheerstrake, and the landing edges of the two strakes of plating above it, leaking very badly partly through the rivets and the landing edges of the plating. I also heard water running in on the starboard side but cannot see much until the cargo is discharged, part of it is petroleum oil in cases and shews signs of leaking and a strong smell of oil to be found which must be discharged before the amount of damage can be seen in the No. 1 hold, also some of the coals will have to be discharged out of the fore part of the No. 2 hold.

Singapore,

(Signed)

11th January, 1902.

Chas. Fittock.

Survey Fee £3. 3. 0.

Having again visited the above named vessel I found all the cargo in the lower fore hold discharged as recommended, and on examination in the lower fore hold found the lower landing edge of the main deck sheerstrake and the landing edges of the two strakes below it have been leaking, the water still running in from the landing edges of the 2nd and 3rd strakes below the sheerstrake tested the rivets and found them started (and several loose they can be turned round with the finger and thumb) in 25 frame spaces on each side from the bulkhead at the after end of

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the fore hold running forward. As the vessel cannot be tipped sufficient to bring the leaky rivets out of water recommend her to be lightened up and placed in dry dock for further examination.

The Master and Sgents having asked me to state in writing my opinion as to the cause of the leak until the vessel is placed in dry dock, I cannot give a decided opinion as to the cause of the leak, but as far as can be seen at present I am of opinion that the causes of the vessel's leaking arises partly from the defective riveting and partly through straining of the vessel during the heavy weather she encountered on the voyage, causing her to pant in the No. 1 lower hold, as the three landings of the plating under the main deck are sprung and a testing knife can be got in in most of the spaces between the landing of the three strakes of plating, and several of the rivets in the landing edges are very loose and can be turned round with the thumb and finger.

Singapore,

25th January, 1902.

(Signed) Chas. Fittock.

Survey Fee, £3. 3. 0.

The S.S. "INDRASAMHA" having been placed in dry dock as recommended, I have again visited her and on examination in the fore hold inside and outside had several of the rivets cut out of the landing edges where they have been leaking, and found they filled the holes in the inside plates and countersinks. There are a great many rivets that are slightly below the plating not quite filling the countersinks where she has been leaking, also in other spaces and in the frames, but they have not been leaking, and the six loose rivets are not sufficient to account for the leak, and as the remainder of the rivets in the seams mentioned in my report dated 25th January are sprung as also the caulking of seams, and a testing knife can be got in between the plates in nearly every space between the frames in the sprung part of the

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ship's side, I am of opinion that the cause of the leak arises from the vessel having worked and panted through stress of weather.

I therefore recommend all the sprung rivets to be replaced with new rivets and the seams recaulked, further recommend that five temporary beams of hard wood of from 16 ins. to 18 ins. square be fitted in the lower fore hold - one to be fitted between the present beams at the fore part of the hold and fore part of the hatch, one at the fore part of the hatch, one at the after part of the hatch, and two between the after the beam at after end of hatch, and bulkhead at after end of the hold, to be well connected to the ship's side by a plate 8 feet long $3\frac{1}{4}$ ins. thick riveted to five reverse bars and the beam ends connected to the plates by an angle bar and a plate on the fore side of the beam the plate to be 6 feet long the full depth of the beam and riveted to the angle bar on the wall plate and through bolted to the beam also that a gusset plate same length be fitted on the stringer the third from the deck riveted to the stringer and through bolted to the lower side of the beams and plates and supported by wood stanchions at the quarters of the beams and secured to them, if this is not done and only the rivets replaced and seams caulked in my opinion the first time she meets with bad weather the same think will occur again, as the depth of the hold from top of the ceiling to the under side of the main deck is 24 ft. 3 ins., and the length of the hold is 76 ft. and there are only four stringers between the main deck and top of water ballast tank which has allowed her to pant and strain, and further there are no double reverse frames in this hold. I do not consider the riveting although some of them are slightly below the flush of the plating to have caused the leak as those cut out have been well stayed up and fill the holes and countersinks in the plates. On examination in the No. 2 lower hold part of the cargo (coals) having been discharged and the bulkhead at fore end being clead, also the ship's side for

over half the length of the hold being clear, tested the rivets and caulking of this hold inside and outside, and found sound, and no appearance of straining or leaking to be found on the ship's side, but some of the horizontal stiffening bar rivets on the bulkhead at fore end of the hold have been leaking and must be renewed, in my opinion the 6 feet of water that was found in this hold must have come through the bulkhead as there was 24 feet 6 ins. of water in the fore hold for over two days, there being double reverse bars on every alternate frame in this hold appears to have prevented her working straining or panting.

Singapore,

6th February, 1902

Survey fee £3. 3. 0.

(Signed) Chas. Fittock.



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