

COPY. of Protest, made by Alfred Horsfall,  
Master of S.S. "INDRASAMHA", James Troup Horne, Chief Officer and  
Malcolm McKenzie, Carpenter.

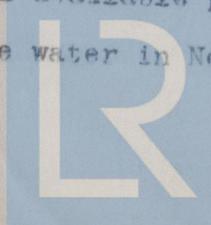
..... That they proceeded on their voyage, experiencing frequent squalls and on the following day (5th January 1902) a strong breeze and head seas which caused the vessel to pitch heavily at times and to (?) strain greatly. That the soundings in No.1 hold, which at 2 am showed 3 ft. 2 inches on the starboard side and 2 ft. 6 inches on the port side, suddenly started to rise very rapidly and at 6 a.m. showed 6 ft. 2 inches on the starboard side and 4 ft. on the port side. The pumps were kept going continually in No.1 hold. At 3 p.m. a strong north east gale arose causing the vessel to pitch violently and to ship heavy seas forward. The pumps were kept going continuously and soundings were taken every hour with the following results ;

	Starbd.	Port.
6 p.m.	5'	3'
8 p.m.	4' 7"	3' 6"
10 p.m.	4' 6"	3' 3"
12 p.m.	5' 2"	3' 3"

On January 6th the wind and high seas continued and the vessel continued to labour and pitch violently and ship water forward. The pumps were kept at work on No.1 hold and everything possible was done to keep the hold clear of water. The wells were sounded every hour with the following result.

	Starboard	Port
4. a.m.	6'. 4"	4'. 4"
6 a.m.	6'. 6"	5'
8 a.m.	6'. 2"	4'. 9"
10 a.m.	5'. 7"	4'. 7"
12 a.m.	5'. 6"	4'. 4"

On the 7th January the seas continued to rise and the wind to increase and the vessel pitched and laboured very violently at times shipping large quantities of water forward and notwithstanding the fact that the pumps consisting of all available pumping gear in the ship were kept going all the time the water in No.1 hold continued to increase the soundings being



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	Starboard	Port
1 a.m.	6'	4'. 8"
2 a.m.	5'. 4"	4'. 2"
3 a.m.	6'. 9"	5'. 5"
4 a.m.	6'. 7"	5'. 6"

As the water in the hold continued to rise at 6.30 a.m. the speed of the vessel was reduced to slow. The pumps were still kept going but without any effect in reducing the volume of water. At 10 a.m. the Chief Engineer reported to the Captain that the pumps could not be made more effective and that his resources for keeping down the water in No.1 hold were exhausted. At noon as in spite of all efforts the water in No.1 hold continued to rise it was decided to return to Singapore and the vessel was accordingly headed for that Port, the soundings at noon showing 11 feet 11 inches on the starboard side and 9 ft. 11 inches on the port side. At 2.p m a heavy gale commenced to blow from the North East and heavy seas broke on board continuously. Terrific squalls of wind and rain came on and the vessel was labouring straining and racing very heavily. The water in the No.1 hold had by midnight risen to 18 ft. 6 inches. At 1 a.m. on the 8th January the water started to roll right over the fore end of the vessel. Two gangs were started to work with buckets to endeavour to keep down the water and the ship's fire pump was also used but with no effect, the water rising as high as 24 ft. 6 inches. The Carpenter reported at 5 a.m. that there was 6 feet of water in No.2 hold. The life boats were cleared away and everything was made ready to leave the ship should it be necessary to do so. The Engineers were employed in reducing the water in No.2 hold. The vessel was found to steer very badly at 1 a.m. in putting the helm over hard to starboard the gear jammed and on getting it clear it was found that both leading blocks on the poop with the deck attached had been badly strained and started. The sea began to go down during the afternoon of the 8th January and the pumps seemed to gain on the water, the height by midnight having decreased to 20 feet. The sea continued to go down and the water was kept down to between 19 and 20 feet in No.1 hold until the vessel arrived in Singapore Roads,

where she anchored at 4.43 p.m. on the 9th January and on the following date the vessel was taken to the wharf at 7.30 a.m. Great difficulty was experienced in getting the vessel alongside the Wharf owing to her heavy draft and being so much by the head. In consequence the hauling lines were very badly strained and chafed. The work of discharging cargo and pumping out the water was thereupon commenced and on the 4th February the vessel went into dry dock by order of Lloyd's Surveyors at Singapore where repairs were commenced and were still being executed when this protest was signed.

And this appearer Alfred Horsfall doth declare that on the 10th day of January 1902 he appeared at the Office of Evelyn Campbell Ellis, Notary Public at Singapore, and caused his protest to be duly noted.



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