

10th July,

18.

Geo. Fenwick Robson,

the Owners' Representative of the Steel Screw Steamer "IKEDA",
 311 tons gross, of Liverpool, and No.73 in the Society's Register
 deck, attend on board the vessel whilst lying afloat in the Royal
 Albert Dock, London, on February the 28th, 1918, and subsequent
 dates to ascertain the extent of damage stated to have been sustaine
 by the vessel experiencing heavy weather on various dates in
 February, 1918, whilst on a voyage from Liverpool towards
 Galveston, and Halifax towards London, also fire damage in No.2
 hold on February 1st, and damage on starboard quarter on November
 18th, 1917; stated caused by collision with unknown steamer in
 convoy.

For further particulars relating to the casualties please see
 the log book.

On examination afloat the undersigned found:-

FOUND

Temporary repairs had been
 effected to the angles at the

RECOMMENDED

Angles at the base of transverse
 framing attaching same to tank top



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FOUND

of transverse framing attached
same to the tank top plating
large cement boxes as follows:-
Hold.

frames on port side and two
starboard side.

1 Hold.

frame on port side and two on
starboard side.

2 Hold.

frames on port side and four
frames on starboard side.

3 Hold.

frames on port side and two
starboard side.

new rivets in Shell of Fore
k & on the deep ballast tank
started.

Damage.

haulins for hatch destroyed.
the telegraph leads and
keys and stern light damaged
water.

ting in No.2 Lower Hold and
n decks damaged by fire and
r.

Weather Damage.

ard lock-out bridge planking
en and bridge set out of
Stanchions damaged.
ark plating on each side at
ard end of midship deck house
en.

RECOMMENDED.

plating, Nos.1, 3, 5, & 6 holds to
be rimmed out and re-riveted and
tanks tested after repairs, to the
height of the upper deck to ensure
efficiency of double bottom tanks
for carrying oil fuel. Tanks
which have carried oil to be
prepared for execution of these
repairs.

Started riveting to be renewed
and tanks to test.

To be renewed.

To be overhauled and all made
workable.

To be repainted.

To be set back into line,
planking to renew and part
repair. Stanchions to repair.
Bulwark plating to be doubled
and new brackets to be fitted
from house end to Bulwark rail.



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FOUND.

hip house foundation angle
 leaking and water finding its
 into rooms, and the bar
 stured at after end.
 clead chock, stanchion and
 is broken.
 ly boat and Life boat planks
 ken and chocks partly destroyed.

 tilators on deck house broken,
 o the coemings torn from deck
 nks.
 er service pipe, Winch pipe
 vers, Sanitary bank pipes
 oken.
 recastle stove pipe washed away,
 s off after ventilator Lifeboat
 tings, Saloon deck ladder and
 adrail to bridge damaged, Winch
 eam pipe and T piece broken.
 niture of rooms damaged by
 er and other small gear stated
 st or damaged.
 lge and tank suction pipes broken
 the neck.
 age on starboard quarter.
 ar plates on starboard quarter
 dented, three flanged stringer
 ates set down.

RECOMMENDED.

Rivetting and caulking to be
 properly overhauled and the after
 corner bar to be welded.

 To be renewed, and stanchions and
 rails to be repaired.
 Jolly boat and Life boat to be
 repaired, and new gear supplied as
 required. Chocks to be renewed or
 part repaired.
 To be renewed, part new deck planks
 to fit, and the deck to re-caulk.

 To be put in good order and part
 renewed as necessary.

 To be renewed, or be repaired.

 To be repaired.

 Two stern plates on starboard
 quarter to renew or remove, fair
 and replace. Two plates to be faired
 in place.
 One flanged stringer plate to
 renew, and one plate to remove,
 fair or replace, and one plate
 to fair in place.

Top beading and knuckle moulding
indented.

After fair roller broken
and cheek plate bent.

Rails and stanchions bent.

Cast iron Swan neck ventilator
broken.

Top beading to renew and moulding
to remove and replace.

Roller to renew, and cheek plate
to fair.

To be repaired.

To be renewed.

The cement was removed at the heel of some of the transverse frames and tank prepared inside for removal of riveting, but owing to the demand for the vessel this work could not be executed on this occasion, and the cement boxes were restored.

The damaged plating on starboard quarter was temporarily repaired by making good the riveting and caulking on stern plating and repairing the guard rails.

These recommendations were made in order to place the vessel in as good condition as she was previous to the casualties.

Fee:- £5: 5: 0

Surveyor to Lloyd's Register of Shipping.



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