

10th July,

18.

Geo. Fenwick Robson,

As Owners' Representative of the Steel Screw Steamer "IKEDA",  
 311 tons gross, of Liverpool, and No.73 in the Society's Register  
 book, 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 sustained  
 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 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 on starboard side.

3 Hold.

frames on port side and two starboard side.

new rivets in Shell of Fore & 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 on decks damaged by fire and r.

Weather Damage.

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

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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W872-0005 14



FOUND.

hip house foundation angle  
leaking and water finding its  
into rooms, and the bar  
stured at after end.  
blead 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 pank pipes  
oken.

recastle stove pipe washed away,  
s off after ventilators Lifeboat  
stings, Saloon deck ladder and  
adrail to bridge damaged, Winch  
eam pipe and T piece broken.

rniture of rooms damaged by  
ter and other small gear stated  
st or damaged.

lge and tank suction pipes broken To be repaired.  
the neck.

mage 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.

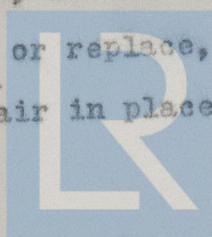
To be put in good order and part  
renewed as necessary.

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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W812-0005 4/4