

Lloyd's Register of British and Foreign shipping

Port of Calcutta.

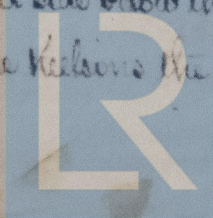
2 JAN. 93

The 10th September 1892.

This is to certify that

I, D. McKellar, the -
undersigned surveyor to this society did at the request -
of - Captain Atkinson on the 30th August, proceed on
board the ship Coburn, lying at No. 11 Esplanade moorings, to
examine the repairs being done to that vessel, and on the 5th and 6th
September to examine the cement between the floors in the space of
between the main and mizen mast where the salt had been discharged,
in order that kentledge may be put in that space to ballast the
vessel after all the salt cargo is discharged. All the floor and
bilge ceiling, which is fitted in Stitches, having been removed, I
carefully examined the cement floor and Keelsons in that space
and report as follows:-

I found the cement in the middle under the centre Keelson
loose in almost every space between the floors from the Pumpwell
to the Mizen mast, and on the Port side between the centre and
first side Keelson the cement over five butt straps of the bottom
plating is loose and heaved up off the iron and water between
the cement and the iron, and on the Starboard side the cement
over three butt straps in the same condition, and the cement is
cracked in five spaces between the floors under the Hatchway
near the Mizen mast. On the Starboard side below the bilge, in the
space between the first and second side Keelsons the cement is -



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Lloyd's Register
Foundation

started off the iron in three places. - The cement wash on many of the floor plates has fallen off, as if the floors had been working and twisting. - Many of the floor ceiling Hatches in this space are bent and twisted, having been washed out of place by the water in the timbers and damaged, they must be unbolted set to shape, and rebolted with larger size bolts. There may be more under the salt cargo, damaged in the same way. - The cement on most of the floors should be scraped off and the plates coated with fresh cement. - All the loose cement under the centre keelson and over the butt straps and in the places where started off the iron should be cut out, the rivets and butt straps underneath examined and repaired as required and the iron re cemented. - The ceiling may be relaid leaving the spaces where repairs are required open, and the kentledge put on board and the salt discharged.

The forward deck house for Donkey Boiler room Galley &c. has an iron roof cemented over and all the cement is badly cracked and broken and all started off the iron. - The whole of the cement must be removed and the House top re cemented.

The female parts of the setting-up screws of the sixth & shroud of the Fore rigging, on the Starboard side, and the fourth shroud of Mizzen rigging are broken and must be replaced with new screws:-

Six iron wedges of the Bars on Tye rail for running gear leading blocks said to have been washed away during the gale and must be fitted with new wedges.

The Guard Brance, with brass rods, of the crew's Forecastle Skylight on the Bridge deck said to have been broken and washed away by the sea.

The bolts in the Poop deck packing Gland of Rudder head have worked slack, and are so made that they cannot be tightened up, they should be condemned and two new bolts made with larger heads and holes in them to take a lever bar, and nuts on the other end to take the shoulder of the packing gland, so that they can be tightened up when required.

The fastening bolts of the ^{apt.} bearing of screw steering gear have worked loose and the bearing is ~~seized~~ secured with wire seizing. The bolts should be taken out and replaced with new bolts made longer than the old ones to take nuts on the ends and the steering gear properly secured and put in good working order.

The following is a list of articles said to have been used on the passage for stopping leaks, bailing out water, clearing the limbers of salt and trimming the salt cargo in the hold, and the coal oil and other articles expended on the Donkey Boiler and Engine when pumping the ship after the gale, viz: :-

For Engine and Boiler

Coals	20 tons	Soda for Boiler	56 lbs
Oil	5 gals	Waste	56 "
Tallow	30 lbs	Raw oil	5 gal
Rubber packing	20 "	Kerosine oil	10 "
Red Lead	50 "	A large spanner broken.	
White do	56 "		

For stopping leaks.

White Lead	1 cwt.
Red do	1 "
Insertion rubber packing	6 lbs
do for side Ports	4 "
Candles	6 "
Kerosine oil	10 gals
Boyal Varnish	5 "

Manilla rope used for hauling up buckets when bailing water out of hold. 90 fathoms $2\frac{1}{2}$ "

Rope messengers for steam winch to Pumps - one coil 3"

Six Buckets

One lamp broken

Six do glasses broken

Three shovels destroyed digging salt out of limbers.

Two Tail blocks broken when hauling out the limbers - boards from under the salt in fore hold.