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Steel 4-masted Barque "OSBORNE", No. 403 in the Register
Book; 3166 tons gross; built at Liverpool by Messrs. W. H. Potter &
Sons in 1892-3mo., and classed 100A1.
3,92.

A preliminary report on this vessel was before the
General Committee on the 6th. October last, when it was decided to
defer the consideration of the case until after the arrival of the
Ship "AUSTRASIA" from Rio, which vessel is now under survey at
Liverpool.

A complete report on the "OSBORNE" has now been received
from Calcutta, which report occupied the attention of the Classing
Committee at their meeting on the 13th. instant, when they referred
the same for the consideration of the General Committee.

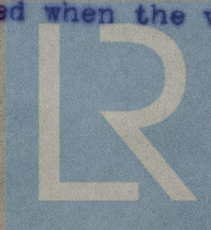
The circumstances of the case are as follows:-

The vessel sailed from Liverpool to Calcutta with a
cargo of salt, and is reported to have encountered heavy gales with
tremendous seas, when she laboured heavily, taking much water on
board, and strained so badly that she leaked, the salt melted at the
bottom, and the water washed up some of the ceiling hatches. On
arrival at Calcutta she was examined by the Society's Surveyor, who
reports that the salt in the lower hold was found to have settled
down about 4 ft.; some of the frame rivets were leaking, and a large
number slack; some butts and many rivets were also leaking in the
after part of the lower hold, and one crutch plate buckled. The
Captain stated that the vessel panted in the after end.

The Surveyor adds that the deck shewed signs of leaking:

the butts of the stringer angles at the ends of the lower hold "appear to have been strained", and the rivets in the butts slack; some rivets in the lower deck stringer were found slack; aft on each side 7 frames were found fractured near the floors, and a butt strap started from the plating on each side; all the butts of the garboards, and many butts in the bilges and bottom were weeping, and some rivets in the keel and side keelsons were slack; three garboard plates were found fractured at the butts in way of the bends, and it is considered this may have been done in flanging the plates, as suggested by the Surveyor, although the Captain states that these fractures were not there when the vessel was taken over from the Builders. On the port side forward one plate was found indented slightly, the frame rivets and cement in way of same started; the bottom slightly indented aft on the same side, and the cement started in several places. In this connection, the Captain stated that he felt a shock at sea as if the vessel had struck something floating, and this appears to be confirmed by the foregoing indications.

REPAIRS;- The fractures in the garboards have been temporarily repaired; thirty keel and upwards of 2500 other rivets have been renewed, and the cement repaired where necessary. Six panting beams have been added aft, and a "second side keelson" extended to the stern, and the vessel has been repaired to the Surveyor's satisfaction for the voyage home. He considers the additions made will prevent panting at the after end, but he recommends these should be examined when the vessel arrives in England.



It is submitted that it is important for this vessel to
be carefully surveyed on her arrival home, and pending this further
survey, action might, in the meantime, be deferred.

YBM

G.E.

18/1/93.

