

Steel 4 mst. Bk "Osborne" No 403 in Register Book.
3166 tons gross. Built at Liverpool in 1892-3 mo
by W. H. Potter & Sons and classed 100A.1.

A preliminary report on this vessel was before the General Committee on the 6th October 1892, when it was decided to defer the consideration of the case till 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 accompanied*

The vessel sailed from Liverpool to Calcutta with a cargo of salt, and is reported to have encountered severe gales with tremendous seas, when she laboured heavily, taking much water on board, and strained so badly that she leaked, the salt melted at bottom and the water washed up the limbers and 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 found slack: some butts and many rivets were also leaking in after part of lower hold, and one crutch plate buckled.

The Captain stated that the vessel panted very much in the after end.

The Surveyor adds, the deck showed signs of leaking in places, and the butts of the stringer angles in lower holds at both ends appeared to have been strained, and many of the rivets were slack. Some rivets through tween deck stringer angles to shell and reverse frames, and also through ^{beams} were found slack. One buttstrap on each side aft started from plating, and seven frames on each side fractured near top of floors.

The butts of the garboard strake were weeping all along the keel, some keel rivets slack, and many butts in bottom and bilges were shewing moisture. Some rivets in side keelson intercostal angles, and floor and frame rivets were slack and broken.

Three garboard ^{plates} ~~strakes~~ were found fractured from 6" to 9" from the butts along the ^{turn} ~~turn~~ of the plates. The Surveyor suggests this may have been done in building, but the Captain asserts the fractures were not there when the vessel was taken over from the Builders.

It is considered probable that the Surveyor's opinion in this case is correct, and that the plates were fractured in flanging, and escaped observation.

On the port bow one plate is indented about 1" with some frame rivets started and cement broken, and there are a few slight indents under side keelson aft on same side.

The Captain stated that he felt a shock at sea, as if the vessel had struck some floating substance.

Some of the damage found on the bottom appears to bear out this statement.

The vessel has a bridge house, and rivets connecting brackets of frames to deck stringer were found leaking. Some slight deck damage was also sustained.

The cement in bottom was found started in several places and in the centre the top layer was found "bagged up" in nearly all the spaces from fore mast to mizen mast.

It is thought this may be due to want of care in fairing the cement in way of limber holes when the vessel was built.

REPAIRS :- The fractures in garboard plates were temporarily repaired by drilling a hole at end of same, and ritting a tap bolt, and one of the fractures was covered with a small patch.

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The cement in gutterway of tween deck stringer, and in many frame spaces, renewed, and cement carried up over several buttstraps of shell which had shewn signs of leaking, and all the buttstraps of strake above bilge ceiling covered with cement.

30 keel rivets, and 2518 rivets in various parts were renewed, the fractured frames art repaired, and to additionally strengthen the vessel art, 6 panting beams fitted, with a stringer plate 21" x 1 1/16"; ^{an} ~~and~~ extra plate fitted to ends of tween decks stringer, the "second side keelson" which stopped at fore side of jigger mast extended right art, and connected with a plate and another crutch plate extended further forward.

The Surveyor states that in his opinion, the additional strengthening fitted, will prevent the excessive panting in after end, but should be examined when the vessel arrives home to see how it has stood the test of a voyage. Main deck re-caulked, vessel thoroughly cleaned and coated, and all damage made good, after which the vessel loaded a cargo of Jute for Dundee.

When hauling out of dock, the vessel sustained slight damage by striking the Pier. This was not seen by the Society's Surveyor, but was examined in ^{his} absence by a Captain Thompson, who certified that the damage was trifling, and was temporarily repaired and the vessel fit to proceed on her voyage.

It is submitted that it is very important this vessel should be carefully surveyed on her arrival home, and pending this result, further action should be deferred.

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