

Lloyd's Register of British and Foreign Shipping

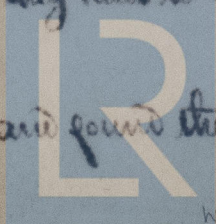
Port of Calcutta

The 18th July 1892.

This is to certify that

_____ J. D. McKellar _____ the
undersigned Surveyor to this Society did at the
request of Messrs Turner Morrison & Co., Agents, and
Captain Atkinson, Commander, on the 14th July 1892 proceed
on board the ship Osborne from Liverpool with a cargo of salt,
lying at No. 4 Esplanade moorings to hold a survey on that vessel,
she having, it is said, encountered heavy weather on the passage out
and made water, and a portion of the salt cargo melted into the
timber and was pumped up. According to the ship's Log book
she encountered heavy gales of wind with tremendous seas running
from thirty five to fifty five feet high. Commencing on the 1st
June in Latitude 20. 52 South and Longitude 39. 33 East
and continuing till the 6th in Latitude 37. 43 South and
Longitude 65. 36 East, when the vessel laboured heavily and
took much water on board and she sprang a leak in the lower
hold Starboard side under the eighth beam abaft the foremast
and the steam engine had to be kept constantly working the
Pumps until her arrival, and much salt came up the pumps
with the water, the flooring hatches were also washed or blown
up and the salt tunneled underneath and formed into pits on
Deck and list'd the vessel so that they had to trim the salt
several times to right the ship.

Having examined the hatches and found them caulked



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and covered with two new tarpaulins each, well secured with battens
and the salt underneath showing no sign of water having gone
down. I went into the Stalk and examined the sides fore and aft
on the tween-decks and lower hold, and also forward and along the
salt cargo. I observed that the salt had settled down in the
lower hold about four feet and that it had formed pits in many
places fore and aft on the starboard side, caused apparently by the salt
having melted in the bottom.

I found that one of the Breast Ribs in the after peak lower
hold had buckled apparently by the panting of the vessel and
was shored up to prevent it giving way. I also found many
bills and rivets leaking in the after part of the vessel, principally
on the Starboard side, and many of the Trunnels and bill rivets
were leaking more or less, some badly, all along both sides, but
more so on the Starboard side, and all the rivets in a frame
under the eighth beam abaft the Foremast on the Starboard side
from the tween-deck stringer plate down to the stringer angle below
the tween-deck were leaking very badly and the iron covered with
rust and the mud by river water leaking through.

She has the appearance of having been much strained
and many of the leaking places being under water, some of the butts
of the lower strakes of plating aft in the run leaking badly. I am
of opinion that when the cargo is discharged she should be placed
in dry Dock and thoroughly overhauled, all the sparring battens
in the lower hold and tween-decks should be unshipped and
removed, and the rivets and butt straps carefully tested and
examined.

Surveyor Gen.

Resd.



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