

# Lloyd's Register of British & Foreign Shipping

Port of Calcutta

The 19<sup>th</sup> August 1892

This is to certify that

J. D. McKellar <sup>the</sup>  
and assigned surveyor to this society did at the  
request of Captain Atkinson this day survey the ship ~~and~~  
"Osborne", lying at No. 11 Esplanade moorings, and report as ~~of~~  
follows, viz:—

The salt between-decks being all discharged, the sparring  
battens removed and the sides washed clean, I examined the rivets  
fore and aft on each side and found many frame rivets and  
some Butt rivets slack and recommended that those marked with  
paint should be removed and replaced with sound rivets. The  
plates frames and beam ends are discoloured with rust in  
many places on both sides, apparently by leakage from the  
defective frame rivets and from the gutter angle rivets through  
the stringer and the beams show that the decks had been leaking.  
The fastening bolts of the Butts and bollards on deck and some  
of the ring bolts in the decks show leakage, and should all be  
overhauled and made tight. The plates, frame angles and  
beam ends where rusted should be scraped clean to the bare  
iron and recoated with paint. Some of the rivets in the  
angle iron connecting the between-deck stringer to the reverse bars  
of frames are also very slack and should be taken out and  
replaced with sound rivets.

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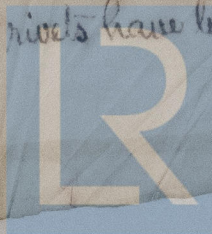
In the lower hold the salt has been discharged down to the second angle stringer below the Tween decks, and the sparring batten in the space between the tween decks and the first stringer in the lower hold removed and the plates and angles washed clean in that space. I examined the rivets fore and aft on both sides in that space and find a very large number of Frame and butt rivets quite slack. The rivets connecting the intercostal angle to the tween deck stringer are almost all slack in the middle part of the vessel, and many rivets in the tween deck beam arm are also very slack. The rivets in many of the butt straps of the angle stringer below the tween decks are slack, also some of the rivets connecting the angle stringer to the Frames. The vessel appears to have been straining very much from about abreast of the Foremast aft to the Jigger mast and the sides are much discoloured with rust and the paint all gone.

I recommend that stages be put up inside below the tween deck beams from the collision bulkhead right aft and the plates and angles stringers and beam arms scraped to the bare iron from the Tween deck stringer down to the second angle stringer below the tween decks. The sparring batten between the first and second stringers being first removed and that all defective and slack rivets should be removed and replaced with sound rivets.

In order to get at the slack rivets in the tween deck stringer intercostal angle, the cement in the spaces between the Frames above the tween deck stringer must be cut out and replaced with fresh cement after the rivets are renewed.

The outer surface of the plating should also be scraped to the bare iron from the second plate below the gunwale down to the light water mark. The points of the rivets outside show signs of having been started and leaking in the line of tween decks and further down.

The guttering cement should be examined, specially in way of the bulwark Stanchion and inside of the midship deck house, where some of the bracket rivets have been leaking.





The decks appear to have been leaking under the Donkey Engine, and the cement there should be examined, and if found to be started from the iron it should be cut out and the place re-cemented.

A lap in the lower part of the Donkey Boiler plating appears to be started and is leaking and should be repaired. One of the Main pump spars is damaged and the Leathers and packing of the Pump boxes are worn, the pumps having been in constant use, pumping out the leakage and excessive damage as salt should be overhauled and put in good working order.

I omitted to mention in my first report that the upper deck should be caulked throughout.

The work of renewing the defective and leaking rivets above the high water mark can be commenced at once. Those under water can be done when the vessel goes into dry Dock.

Survey Fee.  
\$64/-

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