

COPY.

Lloyd's Register of Shipping.



Port CALCUTTA.

April 9th 1930.

This is to Certify that

B. PASKETT

the undersigned Surveyor to this Society did at the request of the Master & Agents attend on board the Steel Screw Steamer "COGANDALE" 5700 tons gross register of Cardiff, while aground on the James & Mary Bank off Hooghly Point, River Hooghly, April 6th 1930, to issue report on vessel's condition after grounding.

The vessel is stated to have grounded at 4.30 P.M. 5th April 1930 due to steering engine trouble, when the body of the starboard piston is said to have moved beyond taper of rod, jamming, and making the engine unworkable. It is stated that both anchors were used and engines put astern prior to the accident, and later attempts were made with the assistance of the Dredger "BALARI" to refloat vessel without success. At 9 P.M. with the tide falling rivets in vessel's structure are stated to have commenced to shear, and at 10.30 P.M. the vessel's side and decks gave way flooding the cross bunker, stowhold and engine room.

The examination of the vessel was made as she lay on the afternoon of the 6th April 1930 with the tide at half flood. The water then was level with the hawse pipes forward to half length Amidship, where the vessel's

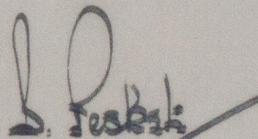
This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

structure then slipped submerging the stern up to after ceaming of No.5 hatch. The vessel's back appeared to be broken in way of after end of the cross bunker hatch and the stokehold. The bulwark plates were fractured but the sheer strakes and decks remained intact opening and bulging at the landings.

At the time of the examination the cross bunker, stokehold and engine room were flooded to a level above cylinder tops. The after hold was also flooded and in No.3 hold water was entering from the shell-plating.

As the vessel's position is now considered a menace to navigation of the river and the channel, it is the intention of the Port Authorities and the Receiver of Wrecks to blow the vessel up at the earliest possible date.

The hull is stated to be rapidly disappearing below water and any attempts at salvage would appear futile.



Surveyor to Lloyd's Register,
Calcutta.



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Foundation