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Port of Bombay
26th December 1891

This is to certify that A. C. Clark and James Moir the undersigned Surveyors to this Society did at the request of Captain Calvert and with the consent of the owners of the S.S. Waverley 2022 Tons proceed to the Merewether Drydock for the purpose of surveying that vessel and to ascertain the extent of damage done, consequent on her having grounded in Madras Harbour and reported to have received injury to the Hull. After a careful examination of the Hull inside and out we report as follows:-

That we found the vessel in Merewether Dry Dock where she had been placed in accordance with our recommendation. She had been well shored up and clean down ready for inspection. On going round the bottom on both sides we found the following damage - Viz:-

That from the fore part of the Bridge aft extending aft 130 feet by 12 to 15 feet in breadth, we found 10 plates in the 1st Strake from Garboard badly dented and damaged, and 10 plates in the 2nd strake from Garboard dented and corrugated and 9 plates in the 3rd strake above Garboard strake are badly dented and 6 plates in the 4th strake above the garboard. Making a total of 35 plates badly.

badly damaged and which will have to be removed to effect repairs to floors and Inter costals extending forward 2 plates, and in length and to the level of the Stern tube 7 Plates of a side were all much shaken and the rivets badly strained as a temporary measure this part of the vessel inside we recommend to be filled in with bricks and cement from the bottom up to the level of the Stern tube to make the vessel water tight.

In the strengthenings piece on both sides extending from Stern post to Rudderpost several through rivets found slack.

On the Port side abreast of fore hatch and in the 2nd plate above Garboard strake, we found a large dent in the centre of the plate about a foot in diameter and several smaller dents extending further aft.

Several rivets found slack in the fore foot and stem, and the keel in the vicinity of the damage, we found lagged downwards $\frac{1}{4}$ inches the bottom generally appears much strained and several rivets broken.

In the Tanks in No 3 Hold and in Engine and Boiler Compartments the cement is badly broken and thrown up and this we recommend to be cleared out.

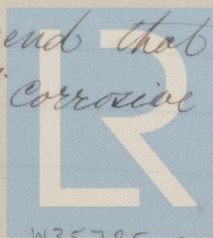
We have subsequently examined the tanks in the way of damage in the Engine and Boiler Compartments.

Compartments and in No 3 Hold but it is impossible to say with any degree of correctness the extent of damage internally, we find several of the frame angles frames, division plates and intercostal angles bent and broken also a great number of rivets - Sheared

We find the Starboard hawse pipe broken this we recommend to be renewed, Cast iron ballards on Portside broken, this we recommend to be renewed, we find the deck under and around this much injured, we recommend the mooring pipe on Starboard slide off we find broken this we recommend to be renewed, Cement in scuppers cracked, these to be recemented, we find the decks very much chafed and strained, we recommend that they be dabbled down and caulked the outside of the Hull to be scraped down and painted.

In case the vessel has to proceed to a Home Port for repairs, we recommend as a temporary measure that all the defective rivets in the Hull plating be renewed and open butts caulked, that bolts be put into the place of the sheared rivets inside the tanks and the whole cemented over to render the vessel water tight.

As the paint has been entirely rubbed off the bottom, we recommend that the Hull be coated with two coats of anti corrosive and one coat of antifouling paint.



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We have examined the Engines and Boilers and find no material damage to them with exception of the Condensers and ballast donkey which are choked up with sand, these we recommend to be thoroughly cleaned.

Signed J. A. C. Clark

Signed Jas. Moir.

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