

We, the undersigned Surveyors, at the request of Captain R. Calvert, on the morning of the 22nd January 1892, proceeded on board the s.s. "Waverley" to make a survey on that vessel, with a view to advising whether any work can be commenced to forward the repairs of damages to the bottom by stranding at Madras, while she is waiting to get into dry Dock, as there will be no dock available for a week or ten days from this date, the locality of the damage being pointed out to us by Captain Calvert and the Chief Engineer, vizt. under the Engine and Boiler space, and in the No. 3 hold in the water ballast tanks, and the nature of the damage being explained. We are of opinion that the repairs will necessitate the removal of the top plating of the tanks over the damaged parts, and we think it would forward the progress of repairs in dock considerably if that work is commenced at once, provided that the vessel will have sufficient ballast with the tanks empty under the Engine and boiler spaces. If not, the tank tops should not be disturbed.

In any case the stokehole should be cleared of all ashes, fire bars &c. usually kept there, and the coals taken out of the bunkers where in the way of repairs, the stoke hole plates and platforms, the Engine room platforms and the plates round the boilers, should all be cleared away and put into the hold out of the way of the repairs. We observed that there is a scale of rust on the tank top plating, and, as the rivets may have to be cut from the top, it would facilitate the work if the rust was beaten off the laps of the plates over the rivets while waiting for the dock. The Bulkhead at forward stoke hole



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and the bulkhead between the Engine and boiler room are
buckled, all the casing and gear attached to those bulkheads
should be taken off and put out of the way, so that the
work of unriveting the bulkhead plates could be commenced
immediately after the vessel is dry in Dock.

Calcutta
The 22nd January
1892

J. M. Fullan
Surveyor to Lloyd's Register
of W. L. Kirk

Moner



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