

Lloyd's Register of British & Foreign Shipping

Port of Calcutta

The 1st February 1892.

This is to certify that
I, D. McKellar the
undersigned surveyor to this society did at the request

of Messrs Turner Morrison & Co., Agents, and Captain
R. Calvert, Commander, on the 1st February 1892, survey the
bottom of the S.S. "Waverley" in the Caledonia dry Dock
at Sui Keah, and report as follows, vizt.:-

The "Waverley" grounded in Madras Harbour on the
21st November last, got off and proceeded to Bombay and was
put into dry Dock there and temporary repairs done to enable her
to come to Calcutta for full repairs.

Damages.

The Stern Frame appears to
have been damaged at some
time previous to the grounding
at Madras, and has been repaired
and strengthened with heavy iron
fish plates on each side extending
from the heel of the Rudder to a
few feet forward of the inner
Sternpost with arms extending
about six feet up on the Sternpost
and Rudder post, and fastened
through with heavy bolts from

Repairs recommended.

Every bolt should be care-
fully tested and all slack
and defective ones removed,
the holes rimmed or drilled
out afresh and turned bolts
fitted and driven in the
points heated after the bolts are

side to side, those bolts are almost all slack and many of them appear to be broken, apparently by the grounding at Madras.

are driven up and then riveted.

Starboard side.

The Frame and Butt rivets of the after length of Garboard strake plating are all started and leaking, and the Lap rivets above and below, of the two after lengths of the strake of plating above the garboard Strake are started and leaking from the Sternpost forward to second butt about 17 ft from the Sternpost.

The two after plates of the strake above the Garboard strake to be removed and the cement cut out and all defective rivets in the frame laps and butts of the heel plates of the vessel, on both sides, taken out and replaced with sound rivets.

The rivets in the forward end of the double plate on the second or strake above the Garboard strake under the Stern tube are starting and leaking.

All the defective and slack rivets must be taken out and replaced with sound and tight rivets.

The butt of the after length of plating of the 3rd strake above the garboard strake, the plate on the stern tube, is leaking badly and the rivets started.

The butt rivets to be taken out and butt strap worked over the butt outside and riveted or through both outside and inside butt straps.

About Seventy one feet forward of the inner sternpost on the lap of the 2nd and 3rd strakes of plating from the keel, the two plates are dented & the frame rivets started in both plates.



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The upper lap of the strake of plating above the garboard strake, the second strake from the keel, and the plates of the third and fourth strakes above the keel are badly corrugated and buckled from the 11 feet forward of the inner stem post to about 188 ft. forward of the stem post.

The plates of the second, third and fourth strakes from the keel will have to be removed from the damaged place seventy one feet forward of the stem post to the bulw. about one hundred and eighty eight feet forward of the stem post and if found, when cut, to be sound and free from fractures, defects or damage, may be straightened and replaced, provided that, when straightened, the rivet holes are in line, if the holes are out of line or otherwise defective the plate must be replaced with new.

A little abaft the heel of the Fore-mast on the upper edge of the third strake from the keel the plate is slightly dented.

This need not be taken out but the cement inside must be cut out and the floors and frames examined.

A little further forward under the heel of the foremast on the fourth strake of plating from the keel the plate is dented in a space of about four feet and the frames in that place are bent.

The cement inside to be cut out & the floors and frame angles examined.

The worst damage on this side is under the after end of stokehole and under the after part of Engine space, about 120 ft. forward of the stem post on the third fourth and fifth strakes.

When the top plating of the water ballast tanks, over the damaged parts, are removed the Girders Frame

of plating, and the frame angles, division & intercostal plates are badly damaged in those places.

angles and intercostal plates can be examined.

Many of the stern rivets in the forefoot are slack and leaking.

The paint should be scaled off the stern and all the rivets below the ten feet mark and some of distance along the keel be carefully examined and tested, and all slack and defective rivets taken out and replaced with sound rivets.

Port side

A few rivets in the lap of the garboard strake and the plate above it are loose and leaking from the stem aft about six feet.

To be removed if practicable and replaced with sound rivets.

About fifty five feet from the stern a plate on the 3rd strake from the keel, the second from the garboard strake is badly dented and the frame angles appears to be damaged.

To be taken out, straightened and replaced after the frame angles are repaired.

Under the heel of the Foremast a slight dent on the lap of the 3rd plate from the keel and the frame angle may be damaged.

This plate need not be taken out, but the cement inside must be cut out and the frame angles examined.



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Under the after end of Stoke hole on the lap of the first and second plates above the garboard strake the plates are dented and the frame angles and Girders are damaged.

A plate of the strake above the Garboard strake and a plate of the strake above it must be removed and straightened & the frame angles & plates inside repaired

Another dent on the lap of the third and fourth ~~strake~~ strokes from the keel under the after end of Engine space.

The two plates on the fourth strake outside plates should be removed, straightened and replaced.

The lap rivets in the upper edge of Garboard strake and the strake above it are all started and leaking from the Sternpost forward nineteen feet and the frame rivets are also started in that space.

These rivets can be changed when the plates in the second strake on the Starboard side are taken out and the cement removed

The butt of after and second lengths of plating of the fourth strake is leaking and the rivets started, and the rivets in the lower edge of the second plate from the butt forward about four feet are started and leaking.

The rivets to be removed when the plate on the Starboard side is taken out and an outside butt strap should be fitted over the butt and riveted through both butt straps, same as the one to be put on the opposite butt Starboard side.

The Rudder is hanging heavily on the hudgeon and the pintles cant be seen.

The rudder to be lifted for examination of the pintles.

The bottom to be sealed to the bare iron from the 24 ft mark down to the keel fore & aft on both sides.

J. D. McKillen

