

Lloyd's Register of British & Foreign Shipping

Port of Calcutta

The 1st February 1812.

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. Catwell, Commander, on the 1st February 1812, survey the
bottom of the S.S. "Waverley" in the Caledonia dry Dock
at Sulkeah, 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 of
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 rimed or drilled
out again 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 or plating above the garboard strake are started and leaking from the Sternpost forward to second butt about 17ft 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 or 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 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 Twenty 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.

The upper lap of the strake as 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^{ft} forward of the inner sternpost to about 188^{ft} forward of the sternpost.

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 sternpost to the bulkhead about one hundred and eighty eight feet forward of the sternpost and if sound 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 cut out of line or otherwise defective the plate must be replaced with new.

A little abaft the heel of the foremast 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 dockhole and under the after part of engine space, about 120^{ft} forward of the sternpost 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 grame angles, division intercostal plates are badly damaged in those places.

Many of the stem rivets in the forepool are slack and leaking.

angles and intercostal plates can be examined.

The paint should be sealed off the stem and all the rivets below the ten feet mark and some 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 at about six feet.

To be removed if practicable and replaced with sound rivets.

About fifty five feet from the stem a plate on the 3rd strake from the hull, the second from the garboard strake is badly dented and the grame angles appear to be damaged.

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

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

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

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

A plate of the stake above the
garboard stake and a plate of the
stake above it must be removed and
straightened & the frame angles & plates
inside opening

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

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

Memo 2
The lap rivets in the upper edge
of Garboard stake and the stake
above it are all started and leak-
ing from the Stempost forward
nineteen feet and the frame rivets
are also started in that space.

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

The butt of after and second
lengths of plating of the fourth
stake 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.

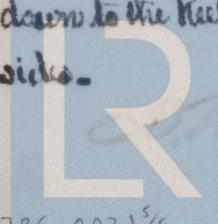
The Rudder is hanging
heavily on the pintle and the
pintles can't be seen.

The rudder to be lifted for openin-
gation of the pintles.

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

J. D. McKellar

W35785-002155



Lloyd's Register
Foundation

Westerly
In a wood about 200 yards from a small
brook flowing into a river called the River
Taw. Found in a large tree trunk.
About 10 feet above the ground
was a cavity about 18 inches
wide and 12 inches high.

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