Lloyds Register of British and Foreign Shipping

Port of Calcutta.

The 5th February 1892.

This is to certify that

J. D. McKellar the

undersigned surveyor to this society did at the

request of Messrs Turner Morrison & Co., Agents, and Captain

Calvert, Commander of the s.s. "Waverley", on the 2nd February 1892,

proceed on board that vessel, lying in the Caledonia dry Dock at

Sulkeah, to hold a survey on the damage to the decks, said to have

been caused by the chain cables and other gear run out to heave the

vessel off the ground when on shore in Madras Harbour, and to

ascertain what quantity of deck plank requires to be renewed on

account of that damage; it being the Captains intention to renew

the entire deck and having carefully examined and measured the

deck, now report as follows:-

Forward part.

Measuring (84) eighty four feet from the Bridge to the

Topgallant Forecastle and (70) Seventy planks from side to side

at the after part of Foremast.

The decks are much chaged and dented on both sides

abreast of the Fore hatchway, round the mooring Bollards at

front of Topgallant Forecastle and abreast of the Gangway near

the Bridge on the Starboard side and in places aft near the

Bridge on the Portside.

Ten planks on each side require to be renewed from the

Bridge to the Topgallant Forecastle, in all (1680) One thousand

six hundred and eighty running feet of plank.

After part.

Measuring (97) Ninety seven feet from after end of Bridge house to front of poop. (67) Sixty seven strakes of planking from side to side of deck.

On the Starboard side abreast of the main rigging (13) thirteen planks are badly chaged, and badly chaged and dented round the mooring Bollards at after end of Bridge house, and more or less chaged and dented in several places further aft, and slightly chaged in the middle, forward of the steam winch.

On the Portside from the main mast aft to the Poop the decks are badly chaged from the side out to the Bridge Gangway stanchions, and the butts of the planks between the forward part of main rigging and the poop are drawn open. The decks are also chaged round the mooring Bollards at the after end of the Bridge house. Twelve planks require to be renewed on this side, from the Poop to the Bridge house.

Twenty five planks should be changed in the after part of the decks from poop to after end of bridge house, in all about (2,425) two thousand four hundred and twenty five running feet.

The chages and dents are not deep into the wood, but are wide spread, and if dubbed out and planed would reduce the thickness of the decks too much.

The four mooring Bollards in the after end of the vessel and the two at the forward end next to the Bridge and the Bollard on the Starboard side forward at front of topgallant Forecastle require to be registered, and the lips of two upper deck scuppers on each side are broken, and a bulwark stanchion on the Starboard side aft abreast of the mooring Bollard at after end of Bridge house is started from the fastenings at the gutterway. The cement in the gutter-way on the portside aft said to have been broken, was cut out and recemented in Bombay, and the cement in the gutterway on the Star-board side aft is cracked all along from the poop to the main rigging and must be cut out and the gutterway recemented here.

A new hawsepipe was hurriedly fitted on the Starboard side

at Bombay before the vessel left that Port, but does not fit on the plating and will have to be refitted, or a new hawsepipe cast and properly fitted and fastened.

Receive Survey
Feo Rs 614/-

Waverley

Memorandum
Jno Scott

The Sum of Thirty Pounds Sterling
at Shrewsbury before the vessel left Shrewsbury, but does not yet appear
to have been paid, or so much thereof as shall be required and
paid to the Master to be applied towards the expense of the
Journey and hitherto and Contingent.