

Lloyd's 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
Sulkiak, 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 Captain's 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 chaped 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.

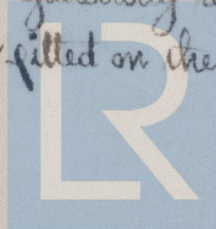
On the Portside from the main mast aft to the Poop the decks are badly chaged from the side out to the Bridge Gangway stanchions, and the butts of the planks between the forward part of main rigging and the poop are drawn open. The decks are also chaged round the mooring Bollards at the after end of 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 refastened, and the lips of two upper deck scuppers on each side are broken, and a bulwark stanchion on the Starboard side aft or abreast of the mooring Bollard at after end of Bridge house is started from the fastenings at the gutterway. The cement in the gutterway on the portside aft said to have been broken, was cut out and recemented in Bombay, and the cement in the gutterway on the Starboard 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 housepipe 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.

Received Survey
Dec 20 1864

W. H. Miller

Manoeuvres



and no big low was but, not but the leaves all around and more to
have been expected from us, better as all at and then some further
- having and better of the

young and more
- and the

Waverley

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