

N^o 137.

Port of Bombay

26th December 1891.

A. C. Clark and James Moir

Captain Calvert and with the consent of the owners of the ss *Waverley* were taken forward to the *Merewether* Dry Dock for the purpose of surveying that vessel and to ascertain the extent of damage done, consequent on her having grounded in Madras Harbour and reported to have received injury to the Hull. After a careful examination of the Hull inside and out we report as follows.

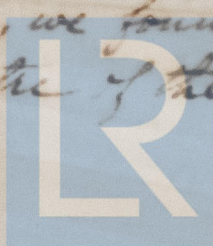
That we found the vessel in the *Merewether* Dry Dock where she had been placed in accordance with our recommendation. She had been well choused up and chanced down ready for inspection. On going round the bottom on both sides we found the following damage.

That from the fore part of the Bridge aft extending aft 130 feet by 12 to 15 feet

in breadth, we found 10 plates in the 1st Strake from Garboard badly dented and damaged, and 10 plates in the 2nd Strake from Garboard dented and corrugated and 9 plates in the 3rd Strake above Garboard Strake are badly dented, and 6 plates in the 4th Strake above the Garboard, making a total of 35 plates badly damaged, and which will have to be removed to effect repairs to floors and Intercostals; right aft from the Sternpost extending forward 2 plates, and in length and to the level of the Stern tube 7 plates of a side were all much shaken and the rivets badly strained. as a temporary measure this part of the vessel inside we recommend to be filled in with bricks and cement from the bottom up to the level of the Stern tube to make the vessel water tight.

In the strengthening piece on both sides extending from Sternpost to Rudderpost several through rivets found slack.

On the Port side abreast of fore cross Latch, and in the 2nd plate above Garboard Strake, we found a large dent in the centre of the plate about



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a foot in diameter and several smaller
vents extending further aft.

Several rivets found slack in the fore
foot and stem and the keel in the vicinity
of the damage, we found copped downwards
14 inches the bottom generally appears
much strained and several rivets broken.

In the Tanks in No Hold and in the
Lugger and Boiler Compartments the
Cement is badly broken and thrown up
and this we recommend to be cleaned out.

We have subsequently examined the Tank
in the way of the damage on the Lugger
and Boiler Compartments and in No-
Hold but it is impossible to say with any
degree of correctness the extent of damage
internally, we find several of the frame
angles, frames division plates and inter-
costal angles bent and broken also a great
number of rivets strained.

We find the Starboard Larose pipe
broken this we recommend to be
renewed. Cast iron ballards on portside
broken, this we recommend to be renewed,
we find the deck under and around this
much injured, we recommend the
defective planks to be renewed, the
mooring pipe on starboard side aft we
find broken this we recommend to

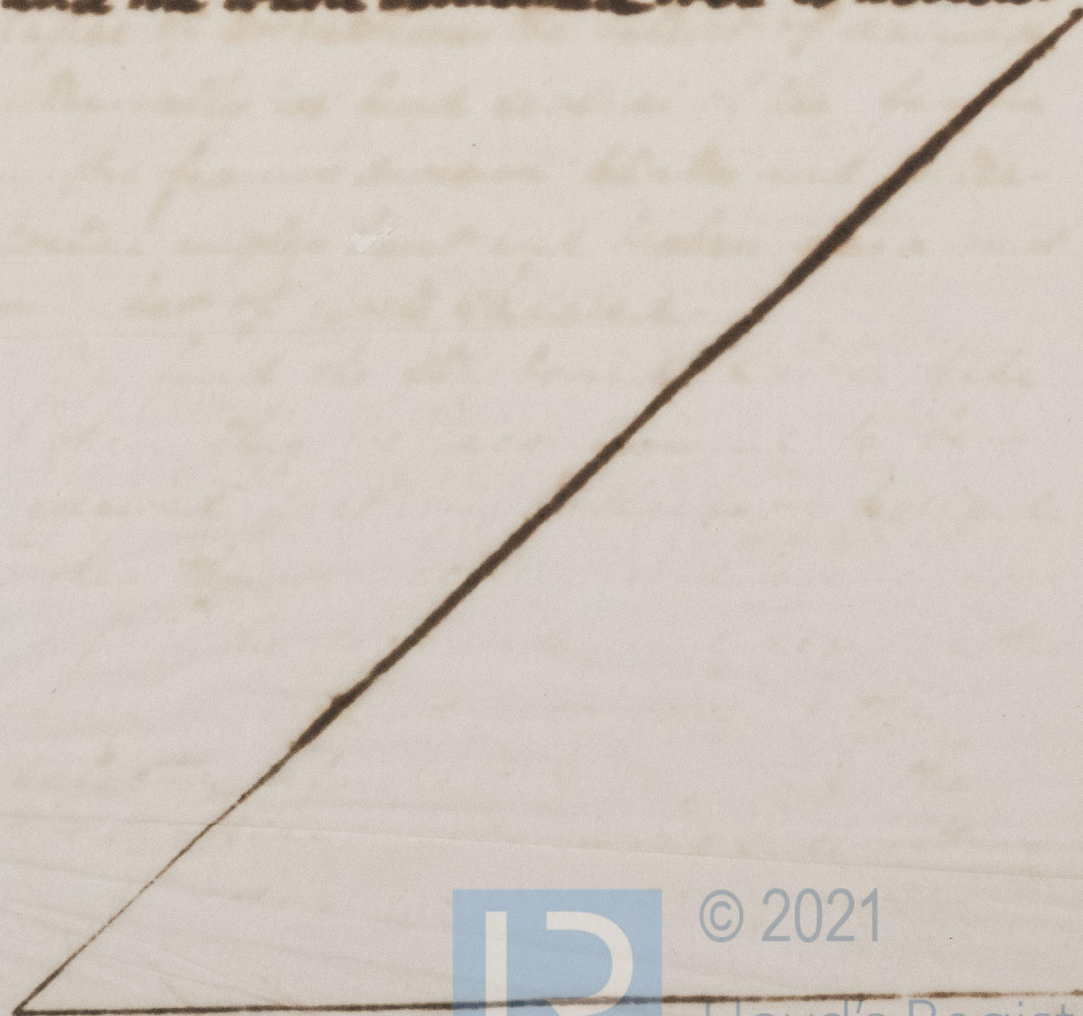


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be renewed, cement in scuppers
cracked then to be re-cemented,
we find the deck very much chafed
and strained, we recommend that
they be dubbed down and caulked
the outside of the hull to be scraped
down and painted.

In case the vessel has to proceed
to a Home Port for repairs, we recom-
mend as a temporary measure that
all the defective rivets in the Hull -
plating be removed and open butts
caulked, that bolts be put into the place
of the cleared rivets inside the tanks
and the whole cemented over to render



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the vessel water tight.

As the paint has been entirely rubbed off the bottom we recommend that the Hull be coated with two coats of anticorrosive and one coat of anti-fouling paint.

We have examined the Engines and Boilers and find no material damage to them with exception of the condenser and ballast donkey which are choked up with sand, these we recommend to be thoroughly cleaned.

James Moir
A.C. Clark



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