

REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

Survey held at London Date, First Survey Sept^r 1887 Last Survey 26 Oct^r 1887
 on the Iron S.S. Stm. "Ananda" (No. of Visits)
 TONNAGE: — Built at Greenock By whom Caird & Co Master Robertson
 NET 192 Owners Shearer Bros. When 1871 MONTH 11th
 GROSS 353 Owners' Address
 UNDER DK. 345 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock In Dry Dock Name of Dock Lower Globe. Destined Voyage Swedish
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 9185 Port Greek Classed 90A.1
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Repairs, and subsequent Repairs, Society's Freeboard (if assigned) in salt water ft. ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials (if assigned) as painted on Ship. in fresh water ft. ins.
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE Repair of damage in consequence of collision & subsequent sinking. Part L.L. No 3 held.

On account of damage — On the port side abreast the after hatch one plate of the sheer-strake & one plate of the doubling over the sheerstrake renewed. One plate of doubling over the sheerstrake refitted. One plate in each of the three neat strakes below sheerstrake renewed. A length of angle iron at upper edge of sheerstrake renewed. On the port side forward one plate of (C) strake and one plate of (D) strake renewed and one plate of (E) strake repaired by a doubling plate inside from frame to frame & extending above & below the landing edge. On the starboard side one plate of (E) strake heated & faired in place. The stern frame heated in two places & the rudder post set over to its proper position. On the port side abreast the after hatch, a length of covering board & one plate of outer width of upper deck stringer plate renewed. A length of inner width of this stringer plate also edge strip connecting the two widths renewed. Part of one frame & part of five reverse frames renewed. One upper deck beam repaired by a doubling plate at the knee. Part of one lower deck beam renewed & one beam faired in place. A

ESSENT CONDITION OF THE		Plating	Ceiling	Boats
Decks	see remarks	Plank (Bottom) & Counter <u>see sketch of thickness</u>	part new — good	good (P.T.O)
Waterways	good	Treenails or Rivets <u>few to put in — see remarks</u>	Rudder <u>good</u>	Masts, Yards, &c. <u>good</u>
Comings	good	Breasthooks & Stemson <u>not exam^d</u>	Windlass <u>winches</u> <u>good</u>	Condition, how ascertained <u>by examⁿ</u>
Up'r Dk. Beams & Fastenings	see remarks	Transoms, Pointers, & Crutches <u>good</u>	Pumps <u>good</u>	Sails <u>good</u>
Low'r Dk. Beams & Fastenings	good	Timbers of Frame at the openings <u>good</u>	Cement (if Iron Ship) <u>good</u>	Anchors No. of <u>3 B. 1 S. 1 K</u>
Planksheers	good	Ditto ditto at other places <u>good</u>	Caulk'ng of Bot'm, D'k, & Watrways <u>good</u>	Cables <u>not exam^d</u>
Sheerstrakes	good	Keelsons <u>see remarks</u>	Copper, or Y.M. (State if on Pett.) <u>good</u>	Hawsers & Warps <u>good</u>
Topsides	see sketch of thickness	Clamps & Stretts <u>good</u>	When put on <u>good</u>	Standing & Running Rigging <u>good</u>
Wales	good		Scuppers <u>good</u>	Hatches <u>good</u>
Engine Room Skylights	good	Coal Bunker, Openings, Lids, &c. <u>good</u>	Cargo & Main Hatchways <u>good</u>	

General Observations, Opinion as to Class, &c. :
 This vessel will proceed to Greenock to have the necessary repairs effected & the L.L. No 3 completed — at the expiration of about four weeks from the present date — as sanctioned in the Secretary's letter 25 Oct 87. Attention of the Committee is drawn to the sketch of thicknesses of plating — and with reference to her class in view of the present requirements of the Rules page 20 (Foot Note).

Entry Fee (if chargeable) per Scale I., Sec. 27. £ 2 : :
 Office Fee (if chargeable) per Scale II., Sec. 27. £ 4 : :
 Survey Fee (per Section 28) £ 4 : :
 Special Damage Fee (if any) (per Sec. 28) £ : :
 Certificate (if required) to be sent as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 Committee's Minute FRIDAY 14 SEPT 1887
 Character assigned

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length of lower deck spirketting plate renewed. One length of lower deck stringer plate refitted and one length faired in place. A length of angle iron on lower deck stringer plate repaired & refitted. One bulwark plate faired & a doubling plate 3 ft. by 1 ft. worked over the same. A short length of angle iron at upper edge of this plate renewed. Part of main bulwark rail renewed & part refitted. Several bulwark stanchions refitted. Part of compass wood rail on each quarter renewed. Hatches to the main & after hatchways repaired. In connection with the above work - 6 planks of upper deck renewed in way of new stringer plates - one length of wood waterway & one plank of lower deck renewed. All the close ceiling in the holds & in coal bunkers removed. The vessel cleaned & painted inside & outside. The close ceiling relaid - part new. Part of the deck recaulked.

Other repairs - The lower plate of boiler room bulkhead is now new from side to side. One plate of after engine room bulkhead new on each side of vessel above the lower deck stringer plate. The upper deck renewed at the middle line from the after hatch to right aft of 3" pine. All the close ceiling having been lifted on account of the damage, the Owners have taken the opportunity to have part of the special survey N^o 3 held here - and to complete the same at Greenock. Now done - Oxidation removed from the outside of the vessel and under the close ceiling in the holds & bunkers - also from the plating from the close ceiling upwards in the holds. The cement in the holds & bunkers found in good condition. The outside plating drilled in various places - the thicknesses obtained are shown on accompanying sketch. The deck bored - the results are also shown on an accompanying sketch. Found that the boiler room bulkhead had at some time been renewed at the sides but the plates then worked were not inserted between the double frames which are at the sides of vessel, as required by the Rules - they are lapped on the side of one of the frames. This bulkhead is thin at its upper part on the port side of the middle line. ^(and deck angle iron thrown off by rust) The after engine room bulkhead is worn through on the starboard side in way of some transverse pipes that were cased in. The middle line intercostal keelson plates in the after part of main hold; in the engine & boiler space & in the after hold found to be much worn. In the after hold they extend up to the bottom of the tunnel and are worn not only between the frames but between the floors and the bottom of the tunnel. In way of the moveable tanks in after part of this hold however they are still efficient. The tunnel ^{plating} is worn & deteriorated. One floor plate in engine room partially wasted. The lower part of one reverse frame on the port side in the fore part of after hold wasted. In the after part of the main hold below the lower deck stringer plate on the port side noticed there are some holes in the frames but not through the shell - rivets are required at these holes. The knee of one half beam in way of after hatch of upper deck on the starboard side is broken. 2 lower deck beams (angle iron) in after part of after hold bent down. ^{Plate of lower deck on starboard side in fore part of after hold, worn.} To complete the special survey N^o 3 - the following require to be done viz: to examine the fore peak; to examine the forecabin which is below the upper deck; to range the chain cables and to examine the chain locker; to examine the coal bunkers from the deck to upper part of bilge; to examine the engine & boiler space and the after peak. To examine the lower part of the after engine room bulkhead from the starboard bilge to the port side of the wide part of tunnel - and to renew or repair this part of the bulkhead where necessary. To make the boiler room bulkhead efficient. To renew the middle line intercostal keelson plates

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