

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

Port of

No.

Book.

Survey held at

Date, First Survey

Last Survey

18

on the *Iron Steamer "Ananda" (contd)*

(No. of Visits)

Master

YEAR:

MONTH:

TONNAGE:—

Built at

By whom

When

NET

Owners

Port belonging to

GROSS

Owner's Address

(if not already recorded in Appendix to Register Book.)

UNDER DK.

If Surveyed Afloat or in Dry Dock

Name of Dock

Destined Voyage

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.)

Years assigned, if a Wood Ship.

Character in Register Book.

Classed

Last Survey, No.

Port

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

Society's Freeboard (if assigned) as painted on Ship

in Summer

ft.

ins.

in Winter

ft.

ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

in the after part of main hold & in the after hold where necessary (except in way of tanks). To compensate for the worn intercostal plates in engine & boiler space. The tunnel to be made good. One partially wasted floor plate in engine room to be doubled. The lower part of one reverse frame on the port side in the fore part of after hold to be renewed. In the after part of the main hold on the port side some rivets to be put through at the frames. The knee of one half beam in way of after hatch of upper deck to be repaired. 2 lower deck beams (of angle iron) in after part of after hold to be either renewed or doubled. The upper deck which was originally of 2½" teak it will be seen is generally worn and should either be renewed or doubled. With regard to the outside plating it will be observed that amidships from bilge to sheerstrake the result of boring has shown that the plating is worn ⅞" in several places. It has however been no further dealt with here. It appears the sheerstrake was doubled during the special survey N° 3 held in 1882. From the 1st entry report the garboard strakes were ⅞" — garboard to upper part of bilges ⅞" — and from upper part of bilge to lower edge of sheerstrake ⅞" — and these thicknesses were required by the Rules. The engine & boiler room bulkheads have now been made temporarily tight.

PRESENT CONDITION OF THE

Decks

Waterways

Comings

Up'r Dk. Beams & Fastenings

Low'r Dk. Beams & Fastenings

Planksheers

Sheerstrakes

Topsides

Wales

Plank (Bottom) & Counter

Treenails or Rivets

Breasthooks and Stemson

Transoms, Pointers, & Crutches

Timbers of Frame at the openings

Ditto ditto at other places

Keelsons

Clamps & Shelves

Ceiling

Rudder

Windlass & Capstan

Pumps

Cement (if Iron Ship)

Caulk'ng of Bot'm, D'k, & Watrways

Copper, or Y.M.

(State if on Fell.)

When put on

Boats

Masts, Yards, &c.

Condition, how ascertained

Sails

Anchors No. of

Cables

Hawsers & Warps

Standing & Running Rigging

Engine Room Skylights

Coal Bunker, Openings, Lids, &c.

Scuppers

Cargo & Main Hatchways

Hatches

General Observations, Opinion as to Class, Recommendation; &c.:

Entry Fee (if chargeable) per Scale I., Sec. 27...

£

Office Fee (if chargeable) per Scale II., Sec. 27...

£

Survey Fee (per Section 28)

£

Special on 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)

£

Fees

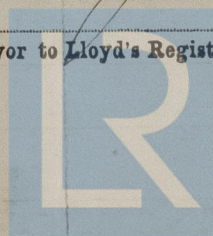
received by me,

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Committee's Minute

Character assigned

J. A. Truscott
Edward J. Truscott
Surveyor to Lloyd's Register of British & Foreign Shipping.



Lloyd's Register
Foundation

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

475 ^{Don} Sketch showing borings of the outside plating. S.S. "Ananda"
Starboard Side.

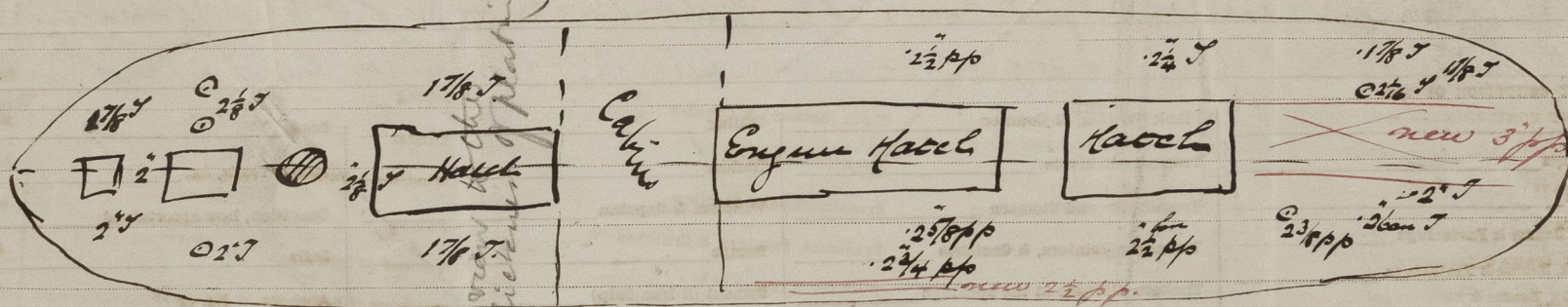
H Sheerstrake doubled fore & aft in 1882.									
Fore	$\frac{3}{8}$ "	g	$\frac{3}{8}$ full	$\frac{5}{16}$ "	$\frac{5}{16}$ "	$\frac{5}{16}$ full	$\frac{3}{8}$ "	$\frac{3}{8}$ "	$\frac{3}{8}$ bare
peak	$\frac{5}{16}$ "	$\frac{5}{16}$ 7	$\frac{5}{16}$ "	$\frac{5}{16}$ "	$\frac{5}{16}$ "	$\frac{5}{16}$ full	$\frac{3}{8}$ "	$\frac{3}{8}$ "	$\frac{3}{8}$ bare
	$\frac{5}{16}$ "	2	$\frac{5}{16}$ "	$\frac{5}{16}$ "	$\frac{5}{16}$ "	$\frac{5}{16}$ full	$\frac{3}{8}$ "	$\frac{5}{16}$ "	$\frac{3}{8}$ bare
	$\frac{3}{8}$ bare	2	$\frac{7}{16}$ "						$\frac{3}{8}$ full
	$\frac{3}{8}$ bare	13	$\frac{7}{16}$ "						$\frac{3}{8}$ full
		A							
				Engine & Boiler Space			$\frac{7}{16}$ "		
				Garboard Strake			$\frac{8}{16}$ "		

Port Side.

H Sheerstrake doubled fore & aft in 1882.									
Fore	$\frac{3}{8}$ "	g	$\frac{3}{8}$ bare	$\frac{5}{16}$ bare	$\frac{3}{8}$ full	$\frac{5}{16}$ full		$\frac{3}{8}$ "	$\frac{5}{16}$ "
peak		7	$\frac{5}{16}$ full	$\frac{3}{8}$ full	$\frac{5}{16}$ full	$\frac{5}{16}$ "	$\frac{5}{16}$ "	$\frac{3}{8}$ "	$\frac{5}{16}$ "
		2	$\frac{5}{16}$ "		$\frac{5}{16}$ "	$\frac{5}{16}$ "		$\frac{5}{16}$ "	$\frac{5}{16}$ "
	$\frac{3}{8}$ bare	6		$\frac{7}{16}$ full	Engine & Boiler Space			$\frac{7}{16}$ "	$\frac{3}{8}$ "
	$\frac{7}{16}$ bare	A		$\frac{7}{16}$ "	Garboard Strake			$\frac{8}{16}$ "	$\frac{7}{16}$ bare

The thicknesses in red show the requirements of the Rules when vessel was built.

Sketch showing Thickness of deck.

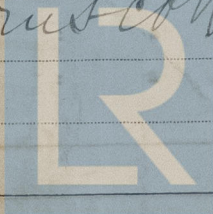


I. another oak plank p.p. pitch pine.

The rules required when the vessel was built $3\frac{1}{2}$ " pitch pine or 3" Oak. but $2\frac{1}{2}$ " Oak was allowed to be fitted for first entry Report. The owners have been recommended to renew or double this deck. The doubling to be at least 2" thick p.pine.

It is submitted that this report and first entry Report should be sent to the Surveyors for their guidance and information in completing this vessel. The vessel should be arranged by them and completed in accordance with the Rules being again considered in relation to the new plating in the new frame. The vessel should be arranged as per the letter of 25th Oct. to remain in place as per the letter of 25th Oct.

Edward Pro Severy
J. H. Priscott



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