

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

SA: 15 AUG 1891

No. *54* Date of Writing Report *18* Port of *London*  
 No. in Reg. Book *54* Survey held at *London* Date, First Survey *1<sup>st</sup> July* Last Survey *25<sup>th</sup> July 1891*  
 on the *S.S. Ananda* (No. of Visits *10*) Master *Anchor*  
 TONNAGE:— Built at *Greenwich* By whom *Carid M.* When *1871* MONTH *11*  
 NET *192* Owners *D. M. Jarvis* Port belonging to *Greenwich*  
 GROSS *353* Owners' Address  
 UNDER DE. *345* (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Prince* 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.)

Last Survey, No. *6694* Port *Lth* *Classed*  
 (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) in Summer ft. ins. in Winter ft. ins.  
 as painted on Ship

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Repair to*

This vessel is stated to have got ashore in Sea Reach in the river Thames. She has now been placed in dry dock when the stern frame was found to be fractured. The post has been cut out & the lower part renewed. In connection with this one fastboard plate on each side & part of the shore piece at after end of keel has been renewed.

Apart from this damage—the rudder has been replated & one pintle renewed. One length of Chain cable—now somewhat thin has now been renewed—particulars of keel work as follows—  
 No of Cords. 1015 — 15 fathoms  $1\frac{1}{2}$  in. Test  $22\frac{1}{4}$  tons R. H. C  
 (Required by Rule  $1\frac{1}{16}$  in.) J. H. K. M. S. Supt.

The above repairs fulfil the recommendation in the *Princeman's* Report No 6698 attached hereto

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks	<i>good</i>	Timber or Rivets	<i>good</i>	Rudder	<i>good</i>	Masts, Yards, &c.	<i>good as seen</i>
Waterways	<i>"</i>	Breasthooks & Stemson	<i>good</i>	Windlass & Capstan	<i>"</i>	Condition, how ascertained	<i>from deck</i>
Comings	<i>"</i>	Transoms, Pointers, & Crutches	<i>good</i>	Pumps	<i>"</i>	Sails	<i>"</i>
Up'r Dk. Beams & Fastenings	<i>good</i>	Timbers of Frame at the openings	<i>"</i>	Cement (if Iron Ship)	<i>good</i>	Anchors No. of	<i>complete</i>
Low'r Dk. Beams & Fastenings	<i>good</i>	Ditto ditto at other places	<i>"</i>	Caulking of Bot'm, D'k, & Wat'rways	<i>"</i>	Cables	<i>good</i>
Plank sheers	<i>Plating</i>	Keelsons	<i>good</i>	Copper, or Y.M. (State if on Felt.)	<i>"</i>	Hawsers & Warps	<i>"</i>
Sheerstrakes	<i>"</i>	Clamps & Shelves	<i>"</i>	When put on	<i>"</i>	Standing & Running Rigging	<i>"</i>
Topsides	<i>"</i>			Scuppers	<i>good</i>	Hatches	<i>"</i>
Wales	<i>good</i>			Cargo & Main Hatchways	<i>good</i>		
Engine Room Skylights	<i>good</i>	Coal Bunker, Openings, Lids, &c	<i>good</i>				

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

This vessel appears to be in good condition, & is eligible in my opinion to remain as classed with record of last survey 7.91.  
 The owner declined to put the vessel through P.S. No 1 at this time

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) ..... £ 5 : 5  
 Certificate (if required) to be sent as per margin ..... £ : :  
 Travelling Expenses (if chargeable) ..... £ : :  
 Second Surveyor's Fee (if any) ..... £ : :  
 Fees applied for, 19/87 1891  
 Received by me, *Rev. H. Cooper*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
 Character assigned *90A1*  
 dam. *B86.91*  
 FRI 21 AUG 1891  
 ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 10, Old Street, Goswell Road, London.