

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office) WED. 19 AUG 1891

No. \_\_\_\_\_ Date of Writing Report \_\_\_\_\_ 1891 Port of London

No. in Reg. Book 544 Survey held at London Date, first Survey July 2<sup>nd</sup> Last Survey July 29<sup>th</sup> 1891  
on the Machinery of the S.S. "Ananda" Master Archer No. of Visits 6

Tonnage Gross 353 Net 192 Vessel built at Grunoek By whom Caird & Co When 1871 . 11

Registered Horse Power 50 Engines made at " When 1871 Boilers, when made (Main) 1885 (Donkey) -

No. of Main Boilers one Owners D. M. Hobbs Port Grunoek Voyage \_\_\_\_\_

Steam Pressure in Main Boilers 60 lbs If Surveyed Afloat or in Dry Dock Punio D. M. Class of Vessel & Machinery \_\_\_\_\_  
 in Donkey Boiler 40 lbs (State name of Dock.) \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

1st Survey No. 6694 Port Leh 90 A. 10. 90  
L. M. C. 7. 88  
+ N. B. 1. 85

Particulars of Examination and Repairs (if any) Damage to stern shaft P.O. 203-1-88 + NB-1-85

(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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? \_\_\_\_\_

Do. " Donkey " " " " " \_\_\_\_\_

If this was not done, state for what reasons? \_\_\_\_\_

And what parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Main Boiler? \_\_\_\_\_

At what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of Donkey Boiler? \_\_\_\_\_

To what pressure were they afterwards adjusted? \_\_\_\_\_

*Examined sea connections & propeller fastenings. This vessel having been on shore & broken her stern frame, the tail shaft & stern tube were drawn & examined, the levers on the tail shaft have been stemmed up & freshignum metal fitted in the stern tube. The length of tunnel shafting next to the tail shaft was found to be flawed & a new end has been welded on to the affected length*

*Examined donkey boiler & safety valve. satisfactory  
 Examined main boiler safety valves,  
 Adjusted main boiler valves under steam to blow at both pressures.  
 Weighted donkey boiler valve to blow at 40 lbs pressure.*

### General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,89, B.&M.S. 1,89, or L.M.C. 1,89, as the case may be.)

*is far as seen this vessel machinery is in good condition & she is eligible in our opinion to remain as classed and to have P.S. 6. 91 recorded in the Register Book.*

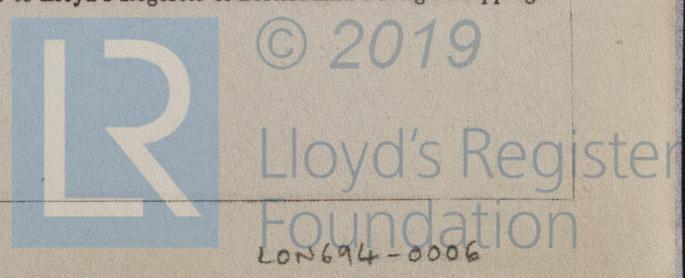
|   |   |       |                  |     |
|---|---|-------|------------------|-----|
| Office or Registration Fee (per Sec. 27)..... | £ |       | Fees applied for |     |
| Survey Fee (per Section 28).....              | £ | 10. 0 | 19/8/91          | 270 |
| Special Damage Fee (per Section 25).....      | £ | :     |                  |     |
| Travelling Expenses (if chargeable).....      | £ | :     |                  |     |

Received by me, Thomas Pitson & H. Cornish  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required FRI 21 AUG 1891

Committee's Minute \_\_\_\_\_

Assigned B.S. 6. 91



B. also see, and see, if not...  
 The Surveyor is requested not to write on or before the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book.

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.

It is submitted that this vessel  
is eligible for the record

B.S. 6.91

*[Signature]*

20.8.91

*[Faint, illegible handwritten text, likely bleed-through from the reverse side of the page]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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