

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

No. _____ Date of Writing Report _____ 18. 91 Port of London
No. in Reg. Book 544 Survey held at London Date, first Survey July 2nd Last Survey July 29th 1891
on the Machinery of the S.S. "Ananda" Master Archer No. of Visits 6
Tonnage Gross 353 Net 192 Vessel built at Gunnock By whom Caird & Co When 1871 Boilers, when made (Main) 1885 (Donkey) -
Registered Horse Power 50 Engines made at " When 1871 Owners D. M. Hobbs Port Gunnock Voyage -
No. of Main Boilers one If Surveyed Afloat or in Dry Dock Purvis & Co Class of Vessel & Machinery
Steam Pressure in Main Boilers 60 lbs (State name of Dock.)
in Donkey Boiler 40 lbs (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

1st Survey No. 6694 Port Leh
Particulars of Examination and Repairs (if any) Damage to stern tube D.O. July 203-188 90 A 1.10.90 L.M.C. 7.88 + N.B. 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?
At 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 liners on the tail shaft have been stemmed up & fresh lignum vitae 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:—

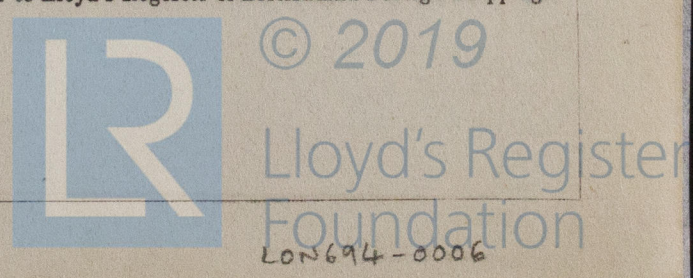
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,89, B.&M.S. 1,89, or L.M.C. 1,89, as the case may be.)
as far as seen this vessel machinery is in good condition & she is eligible in our opinion to remain as classed and to have B.S. 6.91 recorded in the Register Book.

Office or Registration Fee (per Sec. 27).....	£	1.10.0	Fees applied for 19/8/91
Survey Fee (per Section 28).....	£	:	
Special Damage Fee (per Section 25).....	£	:	
Travelling Expenses (if chargeable).....	£	:	

Received by me, Thomas Wilson St. George
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required FRI 21 AUG 1891

Committee's Minute
Assigned B86,91



It is submitted that this vessel
is eligible for the record

B.S. 6.91

C.S.P.

20.8.91

