52,234

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

(Received at London Office WED. 19 AUG 1891)

No. ..... Date of Writing Report ..... 18.91 Port of London

No. in Reg. Book 5444 Survey held at London, Date, first Survey July 2nd Last Survey July 29th 18.91

on the Machinery of the S.S. "Ananda" Master Archer No. of Visits 6

Tonnage { Gross 353 / Net 192 } Vessel built at Greenock By whom Laird & Co When 1871 · 11 (YEAR. MONTH.)

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

No. of Main Boilers One Owners D. & H. Hobbs Port Greenock Voyage

Steam Pressure— in Main Boilers 60 lbs If Surveyed Afloat or in Dry Dock Princes D. Dk (State name of Dock.)

in Donkey Boiler 40 lbs. Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 90 A1 · 10 · 90 L MC · 7 · 88 + NB · 1 · 85

1st Survey No. 6694 Port Leh

Particulars of Examination and Repairs (if any) Damage to stern post S.S. Grit 203 · 1 · 88

(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 liners on the tail shaft have been skimmed 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 60 lbs per sq. in.
& weighted donkey boiler valve to blow at 40 lbs per sq. in.

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)	£		Fees applied for 19/8/91 18
Survey Fee (per Section 28)	£	1.10.0	
Special Damage Fee (per Section 28)	£		Received by me, 21/8 18 91
Travelling Expenses (if chargeable)	£		

Maurice Pilson & 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 B86,91

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

LON694-0006

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.
C.J.S.
20.8.91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.