

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

MONDAY 29 AUGUST 1887

No. 8103

Date of Writing Report

188

Port of

Glasgow

No. in Survey held at

Glasgow

Date, first Survey

20 June

Last Survey

18 Aug 1887

Reg. Book

226

on the Machinery of the

S. S. Behera

Tons, Net 1032

Gross 1384

If Surveyed Afloat or in Dry Dock

Both Hendersons Vessel built at Newcastle

in 1864

Engines made in 1864

No. of Main Boilers

Two

Made in 1879

Donkey Boiler made in 18

Working Pressure, Main Boilers 64 lbs.;

Working Pressure, Donkey Boiler

40 lbs.; Owners

MacLay & McIndyre

Port Glasgow

Last Survey No.

Port

Class of Vessel and Machinery A. 1. 8-86 L.M.C. 12-84

## Particulars of Repairs and Examination

Special Survey

(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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? } Yes

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? } ✓

The machinery of this vessel opened out for survey & overhaul and there were examined the cylinders, pistons, slide valves, pumps, crank shaft & shafting also the main & donkey boilers, safety valves & connections. When the vessel was in Dry Dock all the sea cocks & valves were examined propeller shaft removed to shop, rudder post bearing turned off - put in lathe for re-fitting to propeller - new thread cut & new nut fitted. Thrust shaft & one length of tunnel shafting also taken to shop & turned up in lathe at bearings - old collar for thrust removed - old thrust block disengaged with sand replaced by an ordinary bearing. The aft main bearing in soleplate is fitted as a thrust - crank shaft has been lifted, new main bearing branes fitted & the whole adjusted - New half branes have also been fitted to connecting rod bottom ends & new set of branes for top ends - a new set of branes also for pump lever links, but not fitted in place but carried as spare.

All bilge suction & other pipes have been overhauled and repaired where necessary - The engine seating was found to be much worn by corrosion, the engines were therefore removed from the vessel to facilitate repair. The Condenser has been opened out & cleaned, all tubes removed, cleaned & repacked. Machinery satisfactorily replaced - and all connections made - Steam raised in boilers & safety valves adjusted.

## General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey.)

The machinery of this vessel is now in safe working condition and in our opinion eligible to be noted L.M.C. 8-87 in the Register Book.

Submitted that this vessel is eligible to have L.M.C. 8-87

Office or Registration Fee (per Sec. 27)	£	:	:
Survey Fee (per Sec. 28)	£	5	5
Special Damage Fee (per Section 28)	£	:	:
Certificate (if required) as per margin	£	:	2
Travelling Expenses (if chargeable)	£	:	:

Fees applied for 24/8 1887 received by me, 26/8 1887

Walter Robertson Mollison  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Clyde District

Committee's Minute

Signed

M. C. S. M.

GLS 154-0039

Lloyd's Register Foundation