

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

MONDAY 29 AUGUST 1887

No. **8103** Date of Writing Report **1887** Port of **Glasgow**
 No. in Survey held at **Glasgow** Date, first Survey **20 June** Last Survey **18th Augth 1887**
 Reg. Book **220** 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 **6 1/2** lbs.;
 Working Pressure, Donkey Boiler **40** lbs.; Owners **Maclay & McInyre** Port **Glasgow**
 Last Survey No. **1887** Port **Glasgow** Class of Vessel and Machinery **A. 1. 8-86. L.M.C. 12-84**
 (As in Register Book.)

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 disassembled 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 brasses fitted & the whole adjusted. New half brasses have also been fitted to connecting rod bottom ends & new set of brasses for top ends - a new set of brasses 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 notification 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 M 29/8/87

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Sec. 28)	£ 5 : 5 : -	24/8/1887
Special Damage Fee (per Section 28)	£ : :	
Certificate (if required) as per margin	£ : 2 : 6	received by me,
Traveling Expenses (if chargeable)	£ : :	26/8/1887

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

Clyde District

Lloyd's Register

GLS 154-0039 Foundation

No. of the Survey of the Ship
 State if a ...

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

Committee's Minute

Signed

M. C. S. M.