

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

No. *8444* Date of Writing Report *16th April 1888* Port of *Glasgow* (Received at London Office, 19 APR. 88)
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *✓* Last Survey *15th April 1888*
226 on the Machinery of the *S.S. "Behera"* (No. of Visits *One*) Master *McDonald* Tons *1032 Net 1384 Gross*
 If Surveyed ~~Afloat~~ in Dry Dock *Govan* Vessel built at *Newcastle* in 18*64* Engines made in 18
 N.H.P. *127* No. of Main Boilers *2* Made in 18*79* Donkey Boiler made in 18*✓* Working Pressure, Main Boilers *64* lbs.;
 Working Pressure, Donkey Boiler *✓* lbs.; Owners *Maclay & McIntyre* Port *Glasgow*
 Last Survey No. _____ Port _____ Class of Vessel and Machinery *A 1. 10. 87.*
 (As in Register Book.)

Particulars of Repairs and Examination

(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? *✓*

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? *✓*

Docking Survey

When the vessel was in dry dock, all the sea connections were examined externally and found in order.

A new solid propeller was also fitted at this time and the propeller shaft was drawn in only sufficiently far to allow this to be done.

General Observations, Opinion, and Recommendation:— As far as can be seen from above examination the vessel's machinery appears to be in good order and is in my opinion eligible to remain as classed.

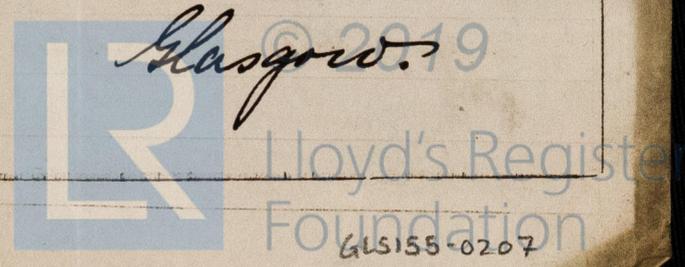
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	188
Special Damage, Fee (per Section 28).....	£	:	:	
Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	188

John Anderson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 20 APRIL 1888*

Assigned



State if a Report is also sent on the Machinery of the Ship Yes

* Certificate to be sent to

No. 2 for Repairs—10000—14/1/88—Transfer Ink—T & S.J.

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.

8477 Glo

It is submitted that this vessel
is eligible to remain as classed

RP
19/4/88



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN, NOR ON THE REVERSE PART OF THIS SIDE OF THE FORM