

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

9090  
MON 1 APRIL 1889

No. 9090 Date of Writing Report March 30<sup>th</sup> 1889 Port of Glasgow  
 No. in Reg. Book 210 Survey held at Glasgow Date, first Survey and Last Survey March 26<sup>th</sup> 1889  
 on the Machinery of the Behera Master McDonald No. of Visits the  
 Tonnage { Gross 1384 Vessel built at Newcastle By whom Marshall Bros When 1864 2  
 { Net 824 Engines made at Dumbladen When 1876 Boilers, when made (Main) 1879 (Donkey) -  
 Registered Horse Power 127 Owners Macay + McInyre Port Glasgow Voyage -  
 No. of Main Boilers ✓ If Surveyed Afloat or in Dry Dock Govan Dry Dock Class of Vessel & Machinery A. 1 5-88.  
 Steam Pressure in Main Boilers ✓ (State name of Dock.) L.M.C 8-87.  
 in Donkey Boiler ✓ B.S 12-88

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Docking  
 (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? No.

If this was not done, state for what reasons? Not required

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? ✓

*When this vessel was in Dry Dock examined the sea connections externally, propeller & fastening. Some water has got into loss through key way. Owners attention called to this, and they will take propeller off & repair it at next docking. Nut now tightened hard up.*

## General Observations, Opinion, and Recommendation:—

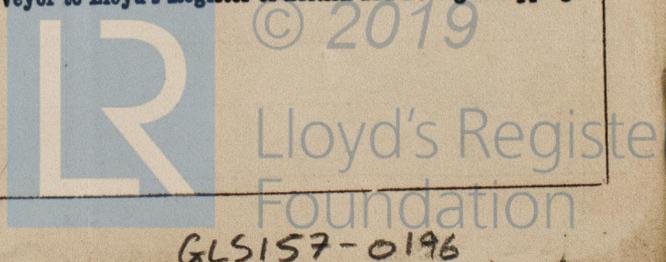
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)  
*Above mentioned parts now in safe working condition and I am of opinion the machinery is eligible to remain as classed in the Register Book.*

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

*Walter Robson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 2 APRIL 1889

Assigned Remain as classed



This report sent on the Ship...  
 THE REGISTER OF BRITISH AND FOREIGN SHIPPING...  
 No. 2 for Repairs—10000—14/1/88—T...  
 The Sec...

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

9090-90

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  
need it is eligible to  
remain as cleared

Ad  
1.4.89



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.