

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

9411

No. 9411 Date of Writing Report Oct. 4<sup>th</sup> 1889 Port of Glasgow  
 No. in Reg. Book 214 Survey held at Glasgow Date, first Survey Oct 2<sup>nd</sup> 1889 Last Survey Oct 2<sup>nd</sup> 1889  
 on the Machinery of the S. S. Behera Master McDonald No. of Visits one  
 Tonnage { Gross 1384 Net 829 Vessel built at Newcastle By whom Marshall Bros When 1864 YEAR. MONTH. 2  
 Registered } 127 Engines made at Dumbarton When 1879 Boilers, when made (Main) 1879 (Donkey) 1879  
 Horse Power }  
 No. of Main Boilers two Owners Maclay + Mc Intyre Port Glasgow Voyage Algiers  
 Steam Pressure— in Main Boilers 64 lb If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery A. 1  
 in Donkey Boiler 40 lb (State name of Dock.) Govan. (As in Register Book, including date of last Boiler survey.) LMC 887 3, 89.  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Docking 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?  
 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?

*When this vessel was in Dry Dock, examined Propeller and fastenings found them in good order, also all sea cocks and valves examined externally and found in good condition*

General Observations, Opinion, and Recommendation:— *The above vessel's machinery is in good working order, as far as seen, and is in my opinion eligible to remain as classed in Register Book without fresh record.*

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

*A Stewart*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute \_\_\_\_\_  
 Assigned *as now*



9411.95.

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 to  
remain as  
classified—  
W.A.  
7-10-89



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.