

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

No. *9664* Date of Writing Report *26th Feb 1890* Port of *Glasgow*
 No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *20th February* Last Survey *22nd February 1890*
214 on the Machinery of the *S.S. "Behera"* Master *McDonald* No. of Visits *2*
 Tonnage Gross *1384* Net *829* Vessel built at *Newcastle* By whom *Marshall Bros* When *1864* YEAR. MONTH. *2*
 Registered Horse Power *127* Engines made at *Dumbarton* When *79* Boilers, when made (Main) *79* (Donkey) *79*
 No. of Main Boilers *2* Owners *Maclay & Co* Port *Glasgow* Voyage *Bilbao*
 Steam Pressure in Main Boilers *64.16* If Surveyed Afloat or in Dry Dock *Harbour* (State name of Dock.)
 in Donkey Boiler Class of Vessel & Machinery *A 1 10.89*
 (As in Register Book, including date of last Boiler survey.) *SS 2.87*

Last Survey No. *9569* Port *Glasgow*
 Particulars of Examination and Repairs (if any) *Annual R. L.M.C. 8.87 B.S. 12.88.*
 (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? *✓*

Main boilers opened up for annual survey and examined throughout and found in good condition. Safety valves and other mountings overhauled and examined.

Donkey boiler examined throughout and found somewhat corroded on shell but not to any dangerous extent. Donkey boiler safety valve overhauled and screwed up bold mark.

Valves will be floated when the vessel returns from present voyage.

General Observations, Opinion, and Recommendation:— *When the safety-valves have been adjusted I am of opinion that the boilers are eligible to the notation: B.S. 2.90.*
 (State clearly what alterations, 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: then, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 23) £ *2* : :
 Special Damage Fee (per Section 24) £ : :
 Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for *26/2/1890*
 Received by me, *26/2/1890*

J.M. Sanderson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 4 MARCH 1890* *FRIDAY 25 APRIL 1890*

Assigned *Deferred for Completion*



State by a receipt is also now sent as the ship or if not whether, and when, one will be sent.

Certificate to be sent to the Registrar in the space for Committee's Minute.

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.

*Mr. [unclear] will
be [unclear] to have B.S. 2 90 [unclear]
[unclear] the [unclear] [unclear] of the
[unclear] and [unclear] [unclear]
[unclear] [unclear] [unclear]
[unclear] [unclear]*

*W.A. Webb. Esq
1-3-90*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.