

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

(Received at London Office V. 5 AUG 1891)

Date of Writing Report *1st August 1891* Port of *Glasgow*
 Survey held at *Glasgow* Date, first Survey *27th July* Last Survey *28th July 1891*
 on the Machinery of the *S.S. "Behera"* Master *G. McDonald* No. of Visits *2*
 Gross *1384* Net *829* Vessel built at *Newcastle* By whom *Marshall Bros* When *1864-2*
 Registered Horse Power *127* Engines made at *Dumbarton* When *1879* Boilers, when made (Main) *1879* (Donkey)
 No. of Main Boilers *2* Owners *MacLay & McIntyre* Port *Glasgow* Voyage *Genoa*
 Steam Pressure in Main Boilers *66 lbs* If Surveyed Afloat or in Dry Dock *Twice* Class of Vessel & Machinery *A 15 hp*
 in Donkey Boiler *10446* (State name of Dock.)
 Last Survey No. *10446* Port *Glasgow*

Particulars of Examination and Repairs (if any) *Annual*
 (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. *At 10.3-4.79*
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*
 Do. " Donkey " " *No*
 If this was not done, state for what reasons? *Donkey boiler not used*
 And what parts of the Boilers could not be thus thoroughly examined? *No 3 due -*
 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? *see endorsement attached*
 Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*
 At what pressure were they afterwards adjusted under steam? *65 lbs*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
 To what pressure were they afterwards adjusted? *Yes*

Examined the main boilers and mountings of this vessel. Considering their age, these boilers are in good condition throughout, steam has been raised, and the safety valves adjusted to their working pressure.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel, as far as seen, appears to be in good order, and in my opinion, is eligible to remain as classed, with notification B.S. 4-91*
 (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: thus, for example, B.S. 1, 89, B.&M.S. 1, 89, or L.M.C. 4, 89, as the case may be.)

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *1 10*
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 *State if Certificate is required
 Committee's Minute *TUES. 11 AUG 1891*
 Assigned *B.S. 7. 91*
 Fees applied for *3/8 1891*
 Received by me, *4/8 1891*
 R. J. Beveridge
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 Glasgow
 2019
 Lloyd's Register
 GLS162-10338

State if a Report is also now sent on the ...

16.-L.R.F.H.-Form No. 9.-Transfer Ink-5,000, 25-2-91.

Insert Character of Ship and Machinery previously 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.

It is submitted that before any action be taken on this report, the Surveyor should be requested to state the reasons for the delay, but as not having used (viz) It is for want of work for it to do, or if it is worn out and unfit for further use and if it has been discontinued so that it cannot be used again

5.8-91

no been disconnected so
 not be used again
 V.A.
 16.8.51