

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

11643

No. *11643* Date of Writing Report *14th July 1892* Port of *Glasgow*  
 No. in Reg. Book *149* Survey held at *Glasgow* Date, first Survey *16th May* Last Survey *11th July 1892*  
 on the Machinery of the *S.S. Behera*. Master *Gray* No. of Visits *16*  
 Tonnage Gross *1384* Net *829* Vessel built at *Newcastle* By whom *Marshall Bros* When *1864* 2  
 Registered Horse Power *127* Engines made at *Cumberton* When *79* Boilers, when made (Main) *79* (Donkey) *79*  
 No. of Main Boilers *2* Owners *MacLay & McIntyre* Port *Glasgow* Voyage *Spain*  
 Steam Pressure in Main Boilers *64 lbs* If Surveyed Afloat or in Dry Dock  
 Donkey Boiler *-* Class of Vessel & Machinery *+ B 1*  
 Last Survey No. *10854* Port *Gls* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *8.90*  
*3.57.92. 87.*

Particulars of Examination and Repairs (if any)  
 (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 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 removed out of the ship*  
 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? *-*  
 Did the Surveyor examine the Safety Valves of the Main Boiler? *yes*  
 At what pressure were they afterwards adjusted under steam? *64 lbs.*  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *no*  
 To what pressure were they afterwards adjusted? *-*

When the vessel was in drydock all the sea connections were overhauled and examined. Propeller-shaft drawn in and found in good order.  
 The various parts of the engines such as pistons, valves, rods, valve gear have been sent to the shops and put in good order. New thrust block and bilge pumps have been fitted and all working parts adjusted.  
 The main boilers have been retubed and a number of corroded stays in the steam space have been renewed and the boiler touched up where required. Boiler tested under hydraulic pressure and afterwards under steam when the safety valves were adjusted to working pressure.

General Observations, Opinion, and Recommendation:— This vessel's machinery (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. 1,91, B.E.M.S. 1,91, or L.M.C. 1,91, as the case may be.)  
*is now in my opinion in good working order and eligible to be noted: L.M.C. 7.92. in the Society's Register Book.*

Office or Registration Fee (per Sec. 27).....	£ :	Fees applied for
Survey Fee (per Section 28).....	£ 4 : : :	<i>15/4</i> 1892
Special Damage Fee (per Section 28).....	£ :	Received by me,
Travelling Expenses (if chargeable).....	£ :	<i>19/4</i> 1892

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

\*State if Certificate is required  
 Committee's Minute *FRI 22 JUL 1892*  
 Assigned *L.M.C. 7.92*



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.

11643.927

26-7  
LMC 3W-7

some bright affairs have seen  
the engine & floor retoted  
some repairs executed - all  
on account of Green & Floor.

22

20-9-2

the scientific papers that are deposited in my opinion in the most judicious manner.

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The main bodies have been  
filled and all working parts adjusted.

*(Faint handwritten notes at the bottom of the page, likely bleed-through from the reverse side.)*

and stating double in case of two preceding months.

3. 2. 2. 2. Starboard side doubled between bridge railing & bridge stanchion. Angles  
both to the beams at fore and aft.

Verleihen der Steine in der Gegend von ...

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