11643

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

(Received at London Office 20 JUL 92)

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 } Registered Horse Power 127. No. of Main Boilers 2. Steam Pressure—On Main Boilers 64 lbs On Donkey Boiler —

Vessel built at Newcastle By whom Marshall Wood When 1864. 2 (YEAR. MONTH.)

Engines made at Comp Dumbarton When 79 Boilers, when made (Main) 79 (Donkey) 79

Owners Maclay & McIntyre Port Glasgow Voyage Spain

If Surveyed Afloat or in Dry Dock (State name of Dock.)

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + ⊕ B 1 8.90 S.S. 12. 87.

Last Survey No. 40854 Port Gls

Particulars of Examination and Repairs (if any)

LMC. 8-87. BS. 7-91.

(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 gears 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 vessels machinery is now in my opinion in good working order and eligible to be noted: L.M.C. 7.92. in the Societys Register Book. —

(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.&M.S. 1,91, or *L.M.C. 1,91, as the case may be.)

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 15/7 1892
Survey Fee (per Section 28)	£4 : 0 : 0	
Special Damage Fee (per Section 28)	£ : :	Received by me, 19/7 1892
Travelling Expenses (if chargeable)	£ : :	

*State if Certificate is required

Committee's Minute FRI 22 JUL 1892

Assigned L.M.C. 7.92

John Sanderson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Glasgow.

GLS165-0256

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

11643. 92.

LMC 7-92

Some light spots have been made by the engine & have been retouched & renewed - all on account of the vessel being in a very damp condition.

W.C.

20-7-92.