

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

Date of writing Report *28th Decr* 18*94* When handed in at Local Office is *Port of Glasgow*
 No. in Reg. Book *206* Survey held at *Glasgow* Date, First Survey *18 Decr* Last Survey *24 Decr 1894*
 on the Machinery of the *Wood, Iron or Steel* *S.S. Behera* Master
 Tonnage { Gross *1384* Net *829* Vessel built at *Newcastle* By whom *Marshall Bros* When *1864* YEAR. MONTH.
 Registered Horse Power *127* Engines made at *Gumbarton* When *79* Boilers, when made (Main) *79* (Donkey)
 No. of Main Boilers *2* Owners *MacLay & Co Ltd* Port *Glasgow* Voyage *Spain*
 No. of Donkey Boilers *64* If Surveyed Afloat or in Dry Dock *Harbour*
 Steam Pressure in Main Boilers
 in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years Allowed before re-examined.	Machinery and Boiler Survey (including date of N.B., if any).
<i>11.94</i>	<i>1</i>	<i>RMC</i>
<i>5.5.93</i>	<i>3</i>	<i>7.92</i>
<i>1.92</i>		<i>13.5</i>
		<i>11.94</i>

Last Survey No. *10627* Port *N/A*
Particulars of Examination and Repairs (if any) *Repairs*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?
 Do. " Donkey " " " "
 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?
 Did the Surveyor examine the Safety Valves of the Main Boiler?
 At what pressure were they afterwards adjusted under steam?
 Did the Surveyor examine the Safety Valves of Donkey Boiler?
 To what pressure were they afterwards adjusted?
 If the Survey is not complete state what arrangements have been made for its completion?

The recommendations made in Newport Report No 10627 have now been carried out the after crank shaft has been renewed and the broken brass repaired.

(See Limit List)

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel appears to be in good order and eligible to remain as classed and expunged from Short Period List. as regards machinery.*

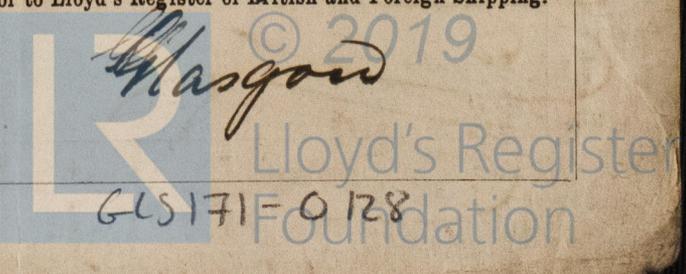
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for	
Survey Fee (per Section 28)	£	:	:		18
Special Damage Fee (per Section 28)	£	:	:		
Travelling Expenses (if chargeable)	£	:	:		18

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

*State if Certificate is required *TUES. 1 JAN 1895*

Committee's Minute
Assigned *As now*

Note non limit



For Crank Shaft Broken Main
bearing shells now level

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
main AS CLASSIFIED

133 81 80

As to have
been on and removed
from the main shaft
for Crankshaft &
Main Bearing
brackets

9999

31.12.94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation