

11212

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

8 JAN 92

(Received at London Office)

No. 11212 Date of Writing Report 24th Dec^r 1891 Port of Glasgow

No. in Reg. Book 340 Survey held at Glasgow on the Machinery of the S.S. "Titanic" Date, first Survey 21st Dec^r Last Survey 22nd Dec^r 1891

Gross Tonnage 1608 Net 1016 Vessel built at Belfast By whom M. Ilwaine & Sons & Co. L^{td} When 1888 Boilers, when made (Main) 1888 (Donkey) 1888

Registered Horse Power 269 Engines made at Owners Uidian Steam Navigation Co. L^{td} - Port Belfast Voyage S. American

No. of Main Boilers Two Steam Pressure in Main Boilers ✓ in Donkey Boiler ✓ It Surveyed ~~Hot~~ in Dry Dock (State name of Dock) Loran

Last Survey No. Port Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) **100A1**
L.M.C. 5-88

Particulars of Examination and Repairs (if any) **Docking**

(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? **No**

Do. " Donkey " " " **No**

If this was not done, state for what reasons? **No survey due**

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? **No**

Did the Surveyor examine the Safety Valves of the Main Boiler? **✓**

At what pressure were they afterwards adjusted under steam? **No**

Did the Surveyor examine the Safety Valves of Donkey Boiler? **✓**

To what pressure were they afterwards adjusted? **✓**

When this vessel was in dry dock, the propeller shaft was drawn in for examination. It was found in good order and was replaced; one new propeller blade was fitted at this time. The injection sea valve was opened out, cleaned and replaced.

General Observations, Opinion, and Recommendation:— This vessel's machinery, as far as seen appears to be in good order, and in my opinion, is eligible to remain as classed, without fresh record of survey.

(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. 1,89, as the case may be.)

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

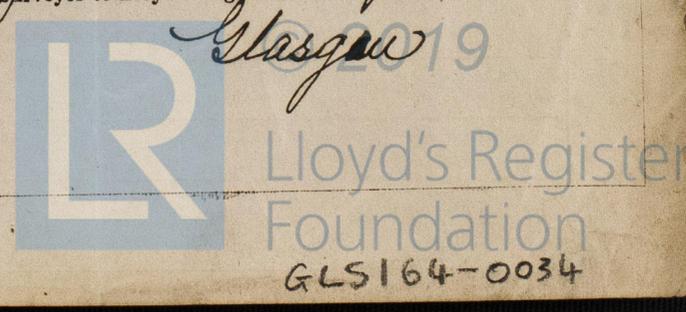
Received by me, **R. J. Bewidge**

R. J. Bewidge
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Glasgow 19

*State if Certificate is required.

Committee's Minute **FRI 15 JAN 1892** **FRI 22 JAN 1892**

Assigned **as now**



18-L. R. P. H. Form No. 9 - Transfer Ink - 50°

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.

1121266

*It is submitted that
this vessel is eligible
for sale 18th (1892)*

N.A.

8-1-92



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