

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18... When handed in at Local Office... is... Port of Glasgow
No. in Survey held at Glasgow Date, First Survey 21st Sept 95 Last Survey 10th Nov 97
Reg. Book 417 on the Wood, Iron or Steel Steamer "Titanic" Master Bellamy

TONNAGE:- Built at Belfast By whom H. Marine Lewis & Co. When 1888
GROSS 1608 Owners Union S. S. Co. (Lim) (Capt. Penrose & Co. Agents) Port belonging to Belfast
UNDER DK. 1252 Owners' Address
NET 1024 (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? In Dock Name of Dock Govan Destined Voyage W. Indies

WB = Cell D B or D B 210 feet; uE&B... feet; f... feet; }
total capacity 414 tons. FPT 43 tons; APT 48 tons; MT... feet... tons.
N.B. - All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 11599 Port Glasgow

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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of S. S. No. 2 see French Rep't No. 11599.

Peaks examined and peak tanks tested, holds and bunkers cleared all close ceiling removed from top of tanks of cellular D.B. and tank tops cleaned and recoated, inside of tanks exam'd. and tank in way of engine & boilers tested after repairs; exam't made of hand pumps, sluices & water tight doors, steering gear & masts and ruffing exam'd. The side plating, framing, &c. in holds and bunkers has been scaled exam'd and recoated. Becks exam'd.

Repairs - Seven floors in way of boilers fitted with 5/16 doubling plates on each side, the middle line longitudinal doubled on each side with 5/16 plates in seven spaces. new top angles to same for a length of 14ft - nine new intercostal longitudinal plates fitted on each side

SUMMARY OF DAMAGE REPAIRS :-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Faired or Repaired ...								

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Budder	Hatches
Decks <i>good</i>	Ditto ditto at other places <i>good</i>	Windlass & Capstan <i>good</i>	Boats <i>good</i>
Waterways <i>good</i>	Keelsons <i>good</i>	Have Pumps now been examined and found efficient? <i>yes</i>	Masts, Yards, &c. <i>good</i>
Coamings <i>good</i>	Stringers, Champs & Shells <i>good</i>	Have Sluice Valves now been examined and found efficient? <i>yes</i>	Condition, how ascertained <i>by exam't</i> (State if wedges removed <i>no</i>)
Up'r Dk. Beams & Fastenings <i>good</i>	Saiting (State if examined.) <i>good</i>	Have Watertight Doors now been examined and found efficient? <i>yes</i>	Sails <i>good</i>
Low'r Dk. Beams & Fastenings <i>good</i>	Ceiling <i>good</i>	Dblng. Plates under Sounding Pipes <i>good</i>	Equipment letter <i>good</i>
Plating <i>good</i>	Cement or Asphalt (State which) <i>good</i>	Engine Room Skylights <i>good</i>	Anchors, No. of <i>3 B-15-25</i>
Framing <i>good</i>	Tanks (State if now tested.) <i>good</i>	Coal Bunker, Open'gs, Lids, &c. <i>good</i>	Cables (State if now ranged) <i>no</i>
Rivets of Trunnels <i>good</i>	Caulking of Bot'm, D'k, & Wat'rw'ys. <i>good</i>	Scuppers <i>good</i>	" length (on board) size
Breasthooks & Stemson <i>good</i>	Copper, or P.M. (State if on Fell.) <i>good</i>	Cargo & Main H'tohw'ys. <i>good</i>	" Rule length (per Table 22) size
Transoms, Pointers, & Crutches <i>good</i>	When put on, Month Year <i>good</i>		Hawsers & Warps <i>good</i>
			Standing & Running Rigging <i>good</i>

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:- "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and ptND97, &c."

This vessel is in a good and efficient condition and in our opinion eligible to remain as classed and have record of survey 11.97. and notation of S.S. No. 2-97

Office Fee (if chargeable) per Scale II, Sec. 27	Fees applied for,
Survey Fee (per Section 25)	18
Special Damage or Repair Fee (if any) (per Sec. 25.)	Received by me,
Travelling Expenses (if chargeable)	18
Second Surveyor's Fee (if any)	

Committee's Minute
Character assigned
+ L.M. 11.97
S.S. No. 2-97
Surveyor to Lloyd's Register of British & Foreign Shipping.
Lloyd's Register Foundation
GLS179-0357

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so to be sent to

15637 gls

and one doubled, new vertical angles fitted to inside
line longitudinal and intercostal length in way of boilers.
The tank top plating renewed in boiler space with 5/8
iron plates, the margin plates ^{renewed} ~~being~~ of 7/16 steel; new
vertical angles fitted to bracket floors at margin.

J. H.
J. H.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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