

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

(Received at London Office)

MON 22 NOV 1897

Date of writing Report *22 Nov 97* When handed in at Local Office *Glasgow* is *18* Port of *Glasgow*

No. in Reg. Book *417* Survey held at *Glasgow* Date, First Survey *6 Oct 96* Last Survey *13 Nov 1894*

on the Machinery of the *S.S. Titanic* Master *W. Halliday*

Tonnage Gross *1688* Net *1024* Vessel built at *Belfast* By whom *McIlwaine Lewis & Co* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*

Registered Horse Power *180* Engines made at *Belfast* Owners *W. & A. G. & Co. Ltd.* Port *Belfast* Voyage *N. Indian*

No. of Main Boilers *Two* No. of Donkey Boilers *One* Steam Pressure in Main Boilers *160 lbs* in Donkey Boilers *50 lbs*

Surveyed Afloat or in Dry Dock *Govan* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *Annual* Port *Railway*

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how many	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 A1</i>	<i>8-96</i>	<i>+L.M.C</i>
<i>35. Pers. 1-1-92</i>		<i>8-96</i>

(Periodical Surveys, when held, must be reported in detail and seriatim 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? *Yes*

Do. " Donkey " " " *Yes*

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? *Yes* At what pressure were they afterwards adjusted under steam? *165 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted? *50 lbs*

Has the propeller shaft been drawn and examined at this time? *No* If spare propeller shaft fitted, state whether new? *✓*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *✓*

Main boilers examined and found in good order generally; the furnaces (Fox's Patent) are all more or less defaced on the tops, from $\frac{1}{4}$ to $\frac{1}{2}$, the latter being the greatest defacement on the centre furnace of Port boiler. The donkey boiler scummed stays at the back, and round the sides, were found reduced by corrosion. 21 additional scummed stays "diam" have been fitted at this time, and the covering patch over inside of shell bottom has been renewed & extended; a new safety valve $3\frac{1}{2}$ diam has been fitted. The machinery and sea-cocks have been examined, and the engines have received a thorough overhaul.

Now done: - All crank pin boxes refilled: all piston rods turned up and new neck & gland bushes fitted: I. P. & L. P. tail rods turned up: I. P. & L. P. pistons and rings faced up: I. P. & L. P. eccentric straps re-lined, & the guide shoes refilled: new H. P. trunk ring & three packing rings fitted: Duplex Donkey pump thoroughly overhauled: thrust shoes refilled: valve spindles turned up: main boiler stop valves ^{seals} faced up and new valves & spindles fitted: main steam pipe repaired and tested by hydraulic to 240 lbs per sq. and a considerable number of other repairs to engines.

General Observations, Opinion, and Recommendation: - *and winches & P.*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, E.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

The machinery of this vessel, in my opinion, is in safe working condition and eligible to have record + L.M.C. 11-97 in the Register Book.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *16/11 1897*

Survey Fee (per Section 28) £ *2, 16* : : Received by me, *17/11 1897*

Special Damage Fee (per Section 28) £ : :

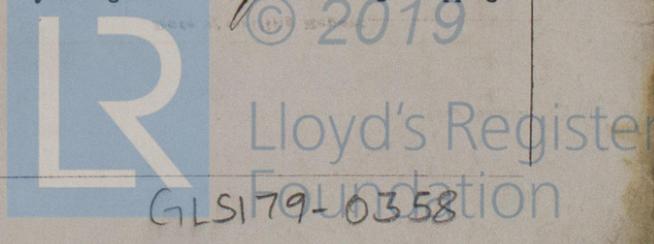
Travelling Expenses (if chargeable) £ : :

R. J. Bewick
Engineer-Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required.

Committee's Minute *TUES. 23 NOV 1897*

Assigned *+ L.M.C. 11.97*



Has a Survey also been held on Ship? *Yes*
If so, is the Report sent now, or when will it be sent?
The Surveyors are requested not to write on or before the space for Committee's Minute.

Insert Character of Ship and Machinery precisely as in the Register Book. *Certificate to be sent to

21 additional screw stays fitted in *Stokes*
Boiler & patch to shell bottoms extended
safety valve also renewed and a considerable
number of minor repairs made to
engines on account of wear & tear

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 for
THE RECORD.
+ L. H. 6. 11. 97

LS
22/11/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.