

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

(Received at London Office)

SAT. 23 SEP 1899

Date of writing Report *21<sup>st</sup> Sept. 1899* When handed in at Local Office *18* is *18* Port of *Glasgow*  
 No. in Reg. Book *443* Survey held at *Glasgow* Date, First Survey *13 Sep.* Last Survey *16 Sep.* 1899  
*on the Machinery of the Wood, Iron or Steel* *S.S. TITANIC* Master *A. S. Halliday*  
 Tonnage { Gross *1608* Vessel built at *Belfast* By whom *M. Murain, Lurgan* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*  
 { Net *1024* Engines made at *do* When *1888* Boilers, when made (Main) *1888* (Donkey) *1888*  
 Registered { Horse Power *180* Owners *Car. P. & Co., Clapperton* Port *Belfast* Voyage *West Indies*  
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock (State name of Dock.)  
 No. of Donkey Boilers *1* Steam Pressure in Main Boilers *160* in Donkey Boilers *50*

Last Survey No. *12184* Port *LUR*Particulars of Examination and Repairs (if any) *Annual B.S.*

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.

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A1 10.98 S.S. 2-2-97		* L M C 11.97

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

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?

To what pressure were they afterwards adjusted under steam? *see below*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? *not adjusted*

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

*To complete the Survey the Donkey Boiler Safety Valves require to be overhauled, a new spring fitted & the waste steam pipe repaired & to be adjusted under steam.*

*Both the Main Boilers have been examined inside & outside & found in good order. The M. B. Safety Valves have been examined & found in good order, those of the port boiler have been adjusted to 162 lbs, those of the starboard boiler were found to lift at 153 lbs & at the owners desire have been left at that.*

*The Donkey Boiler has been examined inside & outside & found in fairly good order. Two test holes drilled in the back of the combustion chamber showed a thickness of  $\frac{1}{4}$  &  $\frac{5}{16}$  but a number of additional screwed stays were fitted in this boiler when last under Survey. The Safety Value*

## General Observations, Opinion, and Recommendation:—The machinery of this

(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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

*used, so far as seen, is in good order & in my opinion eligible to remain as classed & to have fresh record of B.S. 9.99 when the Survey has been completed.*

Office or Registration Fee (per Sec. 27)..... £ : :

Fees applied for

Survey Fee (per Section 28)..... £ : :

22/9/99

Special Damage Fee (per Section 29)..... £ : :

Received by me,

Travelling Expenses (if chargeable)..... £ : :

17/10/99

State if Certificate is required

*H Gardner Smith*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUES. 26 SEP 1899

TUES. 28 NOV 1899

(The Assigned

*Deferred for  
 compen. of B.S.*

Lloyd's Register  
 Foundation

GLS185-0153

17342 gfo

Valve was examined & the spring was found to be very much wasted. When examined under steam the valve lifted at 25 lbs pressure by the ships gauge & would not satisfactorily shut again, while water & steam blowing through a defect in the waste steam pipe prevented access. A new spring has been sent on board the ship & it has been arranged that the survey shall be completed at the first opportunity.

H. G.

B.S. Dec 11.98 to be completed at  
the first opportunity

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 to cause it to show through to the other side.

Light repairs to working boiler

It is submitted that this  
vessel WILL BE eligible for  
the record. B.S. 9.99 when

The working boiler safely

valves have been overhauled

A new spring fitted the

Waste Steam Pipe

Repaired & the

Valves repaired

under steam

fixed  
20/1/99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation