

REPORT of SURVEY for REPAIRS, &c.

No. *5419* (Received at London Office, *8th JUNE, 82.*)
 No. in Survey held at *Glasgow* Date, first Survey *18th April* Last Survey *30th May* 1882
 Reg. Book. *1060* on the *S. S. "State of Pennsylvania"* Master *A. Ritchie*
 TONNAGE under Tonnage Deck *1719* YEAR. MONTH.
 Ditto of Spar Deck, or Awning Deck Built at *Glasgow* When built *1873*
 Ditto of Poop Owners *The State Steamship Co* Port belonging to *Glasgow*
 Ditto of Raised Qr. Dk. Residence
 Ditto of Houses on Deck By whom built *London & Glasgow Co* Destined Voyage *New York*
 Ditto of Forecastle Gross Tonnage *2472*
 Crew Space, as per Rule Register Tonnage, cut on Beam *1593*
 Engine Room *1593* If Surveyed Afloat or in Dry Dock *Goran Dry Dock*
 Reg. Tons as Stmer, cut on Bm. (State Name of Dock)

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.
 Last Survey, No. *5493* Port *Gls.* S. S. No *1.78* Classed *100 A1*
 REPAIRS, OR EXAMINATION AS PER RULE *5.81*
 Cause of Repairs to be clearly stated.

For S. S. No 2.

Vessel placed in Graving Dock, the Hold & Stewards cleared, the Riggers lifted & Ceiling equal to three strakes removed all fore & aft for the examination of the Floors, Frames & Cement, the Windlass examined, the cables ranged in Dock bottom, the Anchors & general equipment attended to as per Secs 72 to 76.

Now Done. 4 Butt Straps fitted outside amidships to the Bilge Strakes on each side in account of the Butts being somewhat cracked, Cement repaired where necessary & a few rivets renewed in the after end of keel, Bottom cleaned & crated.

Present Condition of the					
Decks	<i>Good</i>	<i>Treacais Rivets</i>	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	"	Breasthooks and Stewson	<i>✓</i>	Pumps	"
Comings	"	Transoms, Pointers, and Crutches	<i>✓</i>	Boats <i>8</i>	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained <i>On Deck</i>	
Planksheers	<i>✓</i>	Keelsons	"	Sails <i>Well found</i>	
Sheerstrakes	"	Clamps and Shelves	<i>✓</i>	Anchors No. of <i>3 B. 15. 2 K</i>	
Topsides	"	Ceiling	"	Cables <i>200 Fathoms</i>	
Wales	"	Rudder	"	Hawsers and Warps <i>Well found</i>	
Plank (Bottom) and Counter	"	Caulking of	<i>Good</i>	Standing & Running Rigging <i>Efficient</i>	
Engine Room Skylights <i>Good</i>		Bottom, Deck, & Waterways	<i>Good</i>	Cargo and Main Hatchways <i>Good</i>	
Coal Bunker, Openings, Lids, &c. <i>Good</i>		Scuppers <i>Good</i>		Hatches <i>Good</i>	

General Observations, Opinion as to Class, &c.

This vessel having been subjected to the requirements of the Rules for S. S. No 2, the repairs named having been efficiently executed & the vessel otherwise appearing in good condition, We are of opinion she is eligible to remain as classed with Record in Register Book of S. S. No 2. 1882.

The Amount of Entry Fee ... £ : : received by me, *29/5* 1882
 Special ... £ *4:4:0*
 Certificate (if required) to be sent as per margin... £ : :
 Travelling Expenses, if any, £

W Davidson, G. Stambury
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Friday, 9th June, 1882.

Character assigned

100 A1
S. S. No 2-82

ROBT. EDMD. TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London.

Lloyd's Register Foundation

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