

REPORT of SURVEY for REPAIRS, &c.

No. 4506

Received in London Office,

Friday, 13th June, 1886.

No. in Reg. Book, 968 Survey held at Glasgow Date, First Survey 14th April Last Survey 24th May 1886
(No. of Visits 2) Master Mann

on the Iron S.S. State of Pennsylvania Built at Glasgow By whom London & Glasgow Co. (Lim.) When 1873
Owners The State Steam Ship Co. (Lim.) Port belonging to Glasgow

TONNAGE:— NET 1593 GROSS 2472 UNDER DK. 1719
Owner's Address (if not already recorded in Appendix to Register Book.)
If Surveyed Afloat in Dry Dock Name of Dock Henderson's Dry Dock Destined Voyage New York

Length of Poop ft.: of Forecastle ft.: of Raised Qr. Deck ft.: Moulded Depth ft. ins.
(if these particulars are not yet recorded in the Register Book.)
Classed 100A.1.

Last Survey, No. 7329 Port Gls
S.S. No. 2 '82 (Z) Spadeh 7 '85

(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.)
Society's Freeboard (if assigned) in salt water ft. ins.
as painted on Ship in fresh water ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE S.S. No. 3, and Renewal of Boilers.

The bottom of the vessel cleaned and examined; all close ceiling and sparring in the holds, lining in the cabins and crew space removed; the iron work of the hull inside and outside - clipped free from rust - and with the cement and equipment, examined; the chain cables ranged, and all the requirements of the S.S. No. 3, complied with. The cement where found to be not adhering to the iron satisfactorily, at the middle line, in several frame spaces in the main and after holds and in the engine space has been renewed. Three inside doubling plates fitted between the frames, on B strakes in the after hold - where the inner surface of the bottom plating was found scored.

In addition to the outside butt straps previously fitted - 5 have now been fitted and riveted on the starboard side, and 15 on the port side - at the upper part of the bilge and the flat of the bottom. The after ends of the garboard strakes recaulked; about 12 slack rivets in the frames and floors, at the fore end of the fore hold, renewed; and a few rivets found slack in the heads of the stanchions to the middle deck beams also renewed. The rudder lifted and

PRESENT CONDITION OF THE			
Decks	good	Planks (Bottom) & Counter	good
Waterways		Transoms or Rivets	
Comings		Breasthooks and Stanchions	
Up'r Dk. Beams & Fastenings		Transoms, Potatoes, & Crutches	
Low'r Dk. Beams & Fastenings		Timbers of Frame at the openings	
Plank sheers		Ditto ditto at other places	
Sheerstrakes		Keelsons	
Topsides	Plating	Clamps & Shells	
Wales			
Engine Room Skylights	good	Coal Bunker, Openings, Lids, &c.	good
General Observations, Opinion as to Class, &c.:		Scuppers	good
		Cargo & Main Hatchways	good
		Hatches	good

This vessel is now in good and efficient condition, and the requirements of the S.S. No. 3, having been complied with, she is eligible in our opinion to remain so classed and to have S.S. No. 3, Glasgow, 1886 recorded in the Register.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ 5 : 0 : 0
Office Fee (if chargeable) per Scale I., Sec. 27. £ : : :
Survey Fee (per Section 28) £ 6 : 6 : 0 received by me
Special Damage Fee (if any) (per Sec. 28) £ : : :
*Certificate (if required) to be sent as per margin £ : : :
Travelling Expenses (if chargeable) £ : : :
Second Surveyor's Fee (if any) £ 10 : 6 : 0

Committee's Minute
Character assigned
FRIDAY 18 JUNE 1886
100A.1
S.S. No. 3 '85
G. Stanbury
Surveyor to Lloyd's Register of British & Foreign Shipping.
Lloyd's Register Foundation
GLS152-0116C1/2

the pintles broken; the hull straps to the rudder plating renewed. About 12 rivets found decayed in the fore garboards and frames, also renewed.

In the boiler space and cross bunkers - the cement has been removed from side keelson to side keelson, as well as from several frame spaces outside the side keelsons. The inner surface of the bottom plating in B strake under the boilers on both sides of the vessel, being found badly scored, and the rivet heads worn - 3 plates in this strake on each side have now been renewed; also 10 inside doubling plates to C strake, between the frames, and 2 to B strake on the port side; 9 inside doubling plates to C strake, 2 to B strake and 2 to D strake on the starboard side. The deep floor boiler bearers with double reverse angle bars at each frame - renewed and riveted to the ordinary floors. The side and ridge keelson angle bars in the boiler space - also renewed.

On the middle deck, at each side of the boiler opening, the deck plates adjacent to the opening, one plate in the second strake from the opening, the coaming plates and the angle irons - all renewed.

The cargo hatchway coamings at the upper deck have all been increased 1 foot in height above the deck. The lower iron wire rigging and the backstays to the fore and main masts, together with the lower dead eye pins - all renewed. The main mast rigging - originally of hemp - now renewed with iron wire rope.

The bottom of the vessel cleaned and recoated, and inside the iron work of the hull - recoated with paint or cement wash. The ceiling and sparring relaid or refilled and fastened.

The upper deck planks in way of the boiler opening renewed.

G. Stanbury.



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