

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

No. *8343* Date of Writing Report *February 27th* 1888 Port of *Glasgow* (Received at London Office, THURS 1 MARCH 1888)
No. in Reg. Book. Survey held at *Glasgow* Date, first Survey *15th Feb^y* Last Survey *February 24th* 1888
Q 85 on the Machinery of the *S.S. State of Pennsylvania* (No. of Visits *5*) Master *Mcann* Tons *1568* Net *2483* Gross
If Surveyed Afloat or in Dry Dock *Govan Dock* Vessel built at *Glasgow* in 1873 Engines made in 1873
N.H.P. *400* No. of Main Boilers Made in 1886 Donkey Boiler made in 1886 Working Pressure, Main Boilers *90* lbs.;
Working Pressure, Donkey Boiler lbs.; Owners *The State Steam Ship Co. Ltd* Port *Glasgow*
Last Survey No. Port Class of Vessel and Machinery *100A. 3-87 L.M.C. 2-87*
(As in Register Book).

Particulars of Repairs and Examination *Annual Survey*

(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.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *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? *✓*

The engines & boilers of this vessel pinned out for survey and there were examined the cylinders, pistons, slide valves, all pumps, crank-shaft and tunnel shafting also the main & donkey boilers, safety valves and other connections.

When the vessel was in Dry Dock the sea cocks & valves, propeller & fastenings were all examined. Two propeller blades removed & replaced by others.

Two of the safety valve spindles on main boilers were found to be defective, they have therefore been removed & replaced by new ones.

Steam raised in main & donkey boilers and safety valves adjusted

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The engines & boilers of this vessel are in good & safe working condition and in my opinion eligible to be classed L.M.C. 2-88 in the Register Book.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	3	3	28/2 1888
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	29/2 1888

Walter E. Robson.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 2 MARCH 1888*

Assigned *L.M.C. 2/88*



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GLS155-0075

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It is submitted that this vessel
is eligible to have the notification
Incl. 2.88 recorded

DP
1/3/88



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