

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

No. *8949* Date of Writing Report *Jan 21<sup>st</sup> 1889* Port of *Glasgow*  
 No. in Reg. Book. *922* Survey held at *Glasgow* Date, first Survey *Jan 9<sup>th</sup> 1889* Last Survey *Jan 4<sup>th</sup> 1889*  
 on the Machinery of the *S.S. "State of Pennsylvania"* Master *Mann* No. of Visits *5*  
 Tonnage { Gross *2483* Net *1568* Vessel built at *Glasgow* By whom *John & Glasgow Coy* When *1873* 2  
 Registered Horse Power *400* Engines made at *Glasgow* When *1873* Boilers, when made (Main) *1886* (Donkey) *1886*  
 No. of Main Boilers *2* Owners *The State Steamship Coy* Port *Glasgow* Voyage *New York*  
 Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat and in Dry Dock *Govan* Class of Vessel & Machinery *100 AT 2.88*  
 in Donkey Boiler *70 lbs* (State name of Dock.) (As in Register Book.) *I.M.C. 2.88*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) *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? \_\_\_\_\_

*Main & Donkey boilers examined inside and out, found them in a satisfactory condition, Safety valves examined and adjusted.*

*Cylinders, pistons, slide valves, pumps and shafting examined and found in order.*

*All sea cocks and connections, propeller & fastenings examined in dry dock & found in good condition.*

General Observations, Opinion, and Recommendation:— *The engines & boilers of this vessel are now in good order and safe working condition and eligible in our opinion to have the record I.M.C. 1.89 noted in the Register Book.*  
 (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.)

|   |   |   |   |   |
|---|---|---|---|---|
| Office or Registration Fee (per Sec. 27)..... | £ | : | : | Fees applied for<br><i>22/11 1889</i><br>received by me,<br><i>23/11 1889</i> |
| Survey Fee (per Section 28).....              | £ | 3 | 3 |   |
| Special Damage, Fee (per Section 28).....     | £ | : | : |   |
| *Certificate (if required) as per margin..... | £ | : | : |   |
| Travelling Expenses (if chargeable).....      | £ | : | : |   |

*Wm. Libbey & John Sanderford.*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 25 JAN 1889*  
 Assigned *Chub 1/89*

*Glasgow*  
 Lloyd's Register  
 Foundation  
 GLS157-0035

If a report is also sent on the Machinery, it should be sent to the Registrar of Shipping, 10, Abchurch Lane, London, E.C. 4, or if not whether, and when, one will be sent.  
 T. & S. Form No. 9—Transfer Ink—2000, 2004, 06. \*Certificate to be sent to Registrar of Shipping, 10, Abchurch Lane, London, E.C. 4, or if not whether, and when, one will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book



89799-92

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 to  
have L.M.C. 189.  
recorded

N.A.

24-1-89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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