

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

No. *9645* Date of Writing Report *188* Port of *Glasgow* (Received at London Office, TUES 4 MARCH 1890)
 No. in Reg. Book. *913* Survey held at *Glasgow* Date, first Survey *14th Feb^y* Last Survey *21st Feb^y 1890*
 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 *London & Glasgow Co. Ltd* When *1873* YEAR. MONTH. *2*
 Registered Horse Power *400* Engines made at *Glasgow* When *1873* Boilers, when made (Main) *1886* (Donkey)
 No. of Main Boilers *Three* Owners *The State Steam Ship Co. (Lim)* Port *Glasgow* Voyage *100 A 7*
 Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat or in Dry Dock *Afloat* Class of Vessel & Machinery *LMC 1, 89*
 in Donkey Boiler *70 lbs* (State name of Dock.) *River* (As in Register Book, including date of last Boiler Survey.)

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *S. S. No. 1*

(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? *All, but Donkey Boiler*

If this was not done, state for what reasons? *No opportunity afforded.*

And what parts of the Boilers could not be thus thoroughly examined? *Donkey Boiler internally*

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?

All parts of machinery opened out for examination, including Cyls. pistons, valves, pumps & connections. Crank shaft and Tunnel shaft examined. Crank shaft worn down slightly, which has been lifted and properly lined up. New brass liners fitted in circulating pump, and plunger filed up.

On examination of L. P. Cyl. found a crack inside, which has been there for some time, but don't appear to be extending any.

Main Boilers opened out cleaned and sealed and on examination found in very good condition. Safety valves and all boiler mountings overhauled and put in good working condition.

Steam raised in Main Boilers and safety valves adjusted to working pressures 90 lbs. per sq. inch.

For completion of survey D. Boiler to be examined internally, safety valves and boiler mountings to be examined. D. Boiler to be tested under steam, and safety valves adjusted to working pressure.

Vessel to be put in Dry Dock, sea cocks valves & connections, also propeller & fastenings to be examined. Made arrangements with the Owners Superintendent that survey be completed on arrival of vessel in this Port after completion of this voyage.

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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

The machinery of this vessel is in good and efficient working condition, and eligible in my opinion to remain as classed in Register Book, with the additional notation LMC 3, 90. Subject to survey being completed.

Office or Registration Fee (per Sec. 27) £ *3 3*
 Survey Fee (per Section 28) £ *3 3*
 Special Damage Fee (per Section 28) £ : :
 Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for *1/3/1890*
 Received by me, *3/3/1890*

A. Stewart
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 7 MARCH 1890*

Assigned *Deferred*

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It is submitted that this vessel will be eligible to have L.M.C. 2-90 recorded, when the donkey boiler and its safety valve have been examined, and tested under steam. The vessel docked, stem bush, sea connection, & propeller examined, and propeller shaft if found necessary.

W.D.

5-3-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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