

9787

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

(Received at London Office, _____)

No. *9484* Date of Writing Report *April 21st 1890* Port of *Glasgow*
 No. in Reg. Book. *913* Survey held at *Glasgow* Date, first Survey *2nd April* Last Survey *14th April 1890*
 on the Machinery of the *S. S. State of Pennsylvania* Master *Mann* No. of Visits *2*
 Tonnage { Gross *2483* Net *1568* Vessel built at *Glasgow* By whom *London & Glasgow Cy (Lim)* When *1873* YEAR. MONTH. *1873 2*
 Registered Horse Power *400* Engines made at *Glasgow* When *1873* Boilers, when made (Main) *1886* (Donkey) *1886*
 No. of Main Boilers *Three* Owners *The State Steam Ship Cy (Lim)* Port *Glasgow* Voyage *New York*
 Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat or in Dry Dock *Afloat & Dry Dock* Class of Vessel & Machinery *100 A 7*
 in Donkey Boiler *70 lbs* (State name of Dock.) *River & Green Dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *FNB 86 LMC 189 S.S. 925 N^o 3-586*

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Completion of S. S. N^o 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? *Examined D. Boiler only.*

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? _____

D. Boiler opened out, cleaned and sealed, and on examination found in very good condition, safety valves, and all other boiler mountings opened out, and put in good working order. Steam raised in D. Boiler and found tight and satisfactory; safety valves adjusted to safe working pressure.

This vessel placed in Dry Dock, all sea cocks opened out, on examination found in very good condition.

Propeller shaft drawn in, and found in good condition, Aft Stem Tube bush found cracked, recommended it to be drawn out, and new one fitted, which has been done, propeller blades all renewed.

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.)

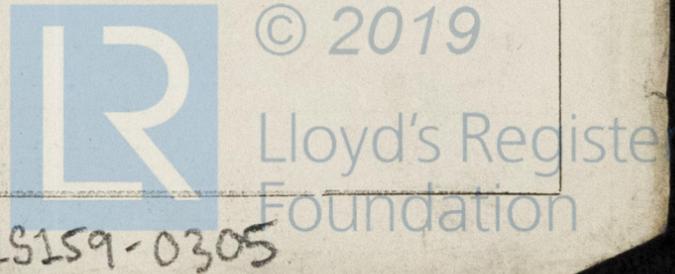
This vessel's machinery is now in our opinion in good & efficient working condition, and eligible to remain as classed in Register Book, with the additional notation LMC 3, 90 as recommended (see Glasgow Report 9675) subject to completion of survey, which is now completed.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	} Completion of survey, which is now completed.
Survey Fee (per Section 28).....	£ : :	18	
Special Damage Fee (per Section 28).....	£ : :		
*Certificate (if required) as per margin.....	£ : :	Received by me,	
Travelling Expenses (if chargeable).....	£ : :	18	

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

Committee's Minute _____
 Assigned *LMC 2190*

TUES 29 APRIL 1890



GLS159-0305

Certificate to be sent to (see's Minute.)

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

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.

9787Gb

It is submitted that this vessel
is eligible to have

L.M.C. 2-90

Recorded-

N.A.

28 4-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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