

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

No. *9484* Date of Writing Report *April 21<sup>st</sup> 1890* Port of *Glasgow*  
 No. in Reg. Book. *913* Survey held at *Glasgow* Date, first Survey *2<sup>nd</sup> April* Last Survey *14<sup>th</sup> 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. *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 & Grant 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<sup>o</sup> 3-5.86*  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) *Completion of S. S. N<sup>o</sup> 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 notation 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
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

TUES 29 APRIL 1890

*LMC 3/90*

GLS159-0305

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9787 Gb

It is submitted that this vessel  
is eligible to have

L.M.C. 2-90

recorded—

W.A.

28 4-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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