

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 4138** Survey held at *Glasgow* Date, first Survey *9th Dec 1874* Last Survey *11th Octr 1875*
and Belfast
 994 on the *S.S. State of Pennsylvania* Master *E. Knight*

TONNAGE under Tonnage Deck *1719*
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *2472*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. *1593*
 Built at *Glasgow* When built *1873* MONTH. *10*
 Owners *State Line Steam Ship Co. Limited* Port belonging to *Glasgow*
 Residence *Glasgow*
 By whom built *London & Glasgow Ex. Shipbuilding Co.* Destined Voyage *New York*
 If Surveyed Afloat or in Dry Dock *afloat at Glasgow and in Dry Dock at Belfast and Glasgow*
 Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. *100 A1*
 Last Survey, No. *12687* Port *Iron* Character in Register Book. *11/74*

REPAIRS, OR EXAMINATION AS PER RULE. *With a view to strengthening vessel*
As there were evidences of the spar deck having worked about main hatch the plating on spar deck beams between stringers and ties has now been extended to Foremast and around main hatch as per sketch appended
Three butt straps on spar deck stringer on starboard side and two on port side doubled spar deck lifted for this purpose where necessary and re-laid, one butt strap of sheerstrake on starboard side amidships doubled with a broad and a narrow butt strap, flat plate beam in main hatchway now strengthened by 2 web plates 15 x 7/16 forming a semi-box beam, 4 extra transom floors fitted, panting plate 24 x 8/16 fitted aft on each side for about 27 feet in length at under side of Tunnel intercostated to shell plating and cross-tied with 4 butt bars 8 x 8/16 and two plate beams 10 x 8/16, 2 bracket plate added to forward panting stringer, a number of
Slackened

Present Condition of the					
Decks	<i>Good</i>	Greenails	<i>Rivets</i>	<i>Good</i>	Windlass and Capstan
Waterways	<i>do</i>	Breasthooks and Stemson		<i>do</i>	Pumps
Comings	<i>do</i>	Transoms, Pointers, and Crutches		<i>do</i>	Boats
Upper Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings		<i>do</i>	Masts, Yards, &c.
Lower Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places		<i>do</i>	Condition, how ascertained
Plank sheers	<i>do</i>	Keelsons		<i>do</i>	By Survey
Sheerstrakes	<i>do</i>	Clamps and Shelves	<i>Securities</i>	<i>do</i>	Sails
Topsides	<i>do</i>	Ceiling		<i>do</i>	Well Found
Wales	<i>do</i>	Rudder		<i>do</i>	Anchors No. of
Plank (Bottom) and Counter	<i>do</i>	Copper	<i>Cement</i>	<i>When put on 1873</i>	Cables
			<i>Caulking of</i>		Complete
			Bottom, Deck, & Waterways	<i>Good</i>	Hawsers and Warps
					Well Found
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	Standing & Running Rigging
General Observations, Opinion as to Class, &c.					In good order
					Good
					Hatches
					<i>Good</i>

Is in good and efficient condition eligible to remain as classed

See Fee List for Augt/75
 The Amount of Entry Fee ...
See Fee List for Augt/75
 Certificate (if required) ...
 (Travelling Expenses, if any, £ ...)
 Committee's Minute ... 18
 Character assigned ...

Saml. Laphorn
 Surveyor to Lloyd's Register of British and Foreign Shipping.

15464 Iron

Slackened rivets renewed, additional stringer formerly fitted at after end above hold beams now fitted intercostal from thence forward

On account of Damage since the foregoing was completed the vessel having struck in the Clyde while proceeding to sea, Stern Frames and Rudder now renewed as before 19 aftn shell plates also deck plating on spar and main decks aft renewed, transom plate cut and part renewed also the stringer bar across the stern, Rudder casing and steering gear re-fitted decks aft caulked bottom re-coated

Saml. Lapthorn