

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 4444** Survey held at **Glasgow** Date, first Survey **6<sup>th</sup> April** Last Survey **11<sup>th</sup> April** 1877  
**1006** on the **Bardecked Iron** State of **Pennsylvania** Master  
 Tonnage under Tonnage Deck **1719** Built at **Glasgow** When built **1873**  
 Ditto of Spar Deck, or Awaiting Deck  
 Ditto of Poop  
 Ditto of Raised Quarter Deck  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage **2472** Owners **State Steamship Co. Ltd.** Port belonging to **Glasgow**  
 Gross Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St. mer, cut on Bm. **1593** Residence **Great Clyde Street**  
 By whom built **Long Glasgow & Co. Ltd.** Destined Voyage **for New York**  
 If Surveyed Afloat or in Dry Dock **Corran graving dock & Ayr**  
 Length of Poop **—** ft. Ditto, Forecastle **—** ft. Ditto, Raised Quarter Deck **—** ft. Years assigned. **1** Character in Register Book. **MAI**  
 Last Survey, No. **16180** Port **Glasgow** Classed **MAI** 3.76

REPAIRS, OR EXAMINATION AS PER RULE for **SS N°1**. (In part.)

The bottom scraped outside and examined inside in the engine and boiler holds. The cement there repaired. 4 outside buttstraps added at bilge on the port side, and 7 on the starboard side where the butts had been wasted by caulking. The outer plates strengthened by doubling plates where showing signs of cracking at the fore part of the rudder trunk: the cement in the other holds patched where the rivets were exposed in view of being more thoroughly cemented when the S.S. is resumed at which time it is proposed to extend the plating of the open deck and renew the wood deck.

Cause of Repairs to be clearly stated.

## Present Condition of the

Decks <b>None but tight</b>	Treenails <b>Rivets</b> <b>Good</b>	Windlass and Capstan <b>Good</b>
Waterways <b>Good</b>	Breasthooks and Stemson	Pumps
Omings	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c.
Lower Deck Beams & Fastenings	Ditto Ditto at other places	Condition, how ascertained <b>from keels</b>
Plank sheers	Keelsons	Sails <b>Said to be complete</b>
Beerstrakes	Clamps and Shelves	Anchors No. of <b>30 18 24</b>
Upsides	Ceiling	Cables <b>Said to be complete</b>
Wales	Rudder	Hawsers and Warps <b>Sufficient</b>
Plates	Copper <b>Cum</b> When put on <b>1875</b>	Standing & Running Rigging <b>Good</b>
Plank (Bottom) and Counter	Caulking of	Cargo and Main Hatchways <b>Good</b>
Engine Room Skylights <b>Good</b>	Bottom, Deck, & Waterways <b>Good</b>	Hatches <b>Good</b>
Coal Bunker, Openings, Lids, &c. <b>Good</b>	Scuppers <b>Good</b>	

General Observations, Opinion as to Class, &c.

This vessel is in good and efficient condition eligible to remain as classed subject to the Committee's approval of the completion of the S.S. N°1 being deferred as desired in the appended letter from the Managers of the company.

The Amount of Entry Fee ... £ 7 : 7 : 7 received by me, **May 16<sup>th</sup>**  
 Special ... £ 1 : 1 : 1 **May 1877**  
 Certificate (if required) ... £ : : :  
 (Travelling Expenses, if any, £ : : :)

Committee's Minute **18<sup>th</sup> May** 1877

Character assigned **100A**

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



© 2019

Lloyd's Register Foundation

IRON472-0019