

# REPORT of SURVEY for REPAIRS, &c.

No. 14679

No. in  
Reg. Book.

Survey held at

Glasgow

Date, first Survey 13 March

Last Survey 24 June

1878

1080 on the Iron Steamer State of Pennsylvania

Master Stuart

TONNAGE under Tonnage Deck

1719

Ditto of Spar Deck, or Awning Deck

Ditto of Poop

Ditto of Raised Qr. Bk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

2472

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engr. Room

Re as St mer, cut on Bm.

1593

Built at

Glasgow

When built

1873

Owners

State Steam Ship Co

Port belonging to

Glasgow

Residence

Breath Clyde Stn

By whom built

L & M Glas S B Co

Destined Voyage

Cly New York

If Surveyed Afloat or in Dry Dock

Afloat and in Goran dry dock

Length of Poop

ft.

Ditto, Forecastle

ft.

Ditto, Raised Quarter Deck

ft.

Years assigned.

Character in Register Book.

Last Survey, No.

18433

Port

Lion

Classed

100A1

477

REPAIRS, and EXAMINATION AS PER RULE for S S NPS

Work done to strengthen the vessel. The flat of Gas deck and Wood Waterways lifted the iron deck extended all fore & aft outside the tie plates and between the tie plates from before the fore hatch to abaft the after hatch. Tapered off to the tie plates and plated across also in places. Towards the ends some shifts or repairs previously added altered. a doubling tie plate 24 x 8/8 added on each side for about 120 feet. The deck plating at bunker holes and all openings in the deck doubled or otherwise strengthened with angle irons. one plate in topsides on port side abreast of the main mast and one length of gunwale angle bar (both found cracked at a hutt in sheerstake) renewed. two hutt shapes of open sheerstake on each side renewed and extended from frame to frame. the open sheerstake doubled from the top of the side scuttles with a stake 30 x 12, 8/10 thick extending 15" above the top edge of the sheerstake and for the length of 140 feet. The stake of topside doubled between the

Present Condition of the

Decks

span new

good

Treenails

Drills

good

Windlass and Capstan

good

Waterways

Breasthooks and Stemson

Pumps

ings

Transoms, Pointers, and Crutches

Boats

or Deck Beams & Fastenings

Timbers of the Frame at the openings

Masts, Yards, &c.

or Deck Beams & Fastenings

Ditto Ditto at other places

Condition, how ascertained from the deck

ksheers

Keelsons

Sails said to be complete

erstrakes

Clamps and Shelves

Anchors No. of 3 B 15.2 M

psides

Ceiling

Cables 377 fathoms

Vales

Rudder

Hawsers and Warps sufficient

Plates

Copper

Cum

When put on

1873

Standing & Running Rigging

Plank (Bottom) and Counter

Caulking of

good

good

Engine Room Skylights

Coal Bunker, Openings, Lids, &c.

good

Scuppers

good

Cargo and Main Hatchways

General Observations, Opinion as to Class, &c.

This vessel is now in good and efficient condition eligible to remain as classed 100A1 (spar decked) and to be rated PS Cly No 1. 70

The Amount of Entry Fee ...

£

3

:

:

:

:

received by me,

£

10

:

:

:

:

June

1878

Special

Certificate (if required)

£

:

:

:

:

:

:

:

:

:

:

:

:

:

:

:

:

:

:

:

:

:

:

:

:

:

:

(Travelling Expenses, if any, £)

Committee's Minute

2nd July,

1878.

Character assigned

100A1

PS Cly No 1. 70

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature

Signature



21291 Iron

The Sheerstrakes for the length of 100 feet with plates  $13 \frac{5}{16}$  thick. The hulls of bottom plating from the keel eight strakes upwards (excepting those in C strake where the ~~old~~ intercostal keelson has given support to the hulls) riveted with outside buttstraps (in number with 10 previously added, 110 buttstraps). The rivets in the after end of keel taken out. The holes renewed and secured with a breastwork plate and deep floor plate added in forepeak, and a few rivets there and in forward lower deck beams renewed. The lower deck stringer in the range of the engine room on the starboard side riveted in the attachment to the shell plating and a pair of web plates from hidge to lower deck stringer and thence to main deck stringer added also a pair from lower deck stringer to hidge on port side. Five frames tied from side to side between top of keelson and under side of tunnel. Besides two intermediate frames secured to the after stow before the bulkhead the after floor there also braced to the frames. Aft of the after bulkhead the frames and plating have been additionally connected from side to side over the shaft tubes, and some of the riveting renewed. The diagonal tie plates in the main deck have been further secured to the fore & aft ties with additional breadth of plate and extra riveting. Spar deck renewed with 4" yellow pine a gutter waterway formed for the length of the sheerstrake doubling and the former teak waterways replaced forward and aft.

The whole of the ceiling in the hold removed. The cement repaired. The iron (inside) repainted and the bottom outside recoated. The ceiling relaid. The rudder plating partly riveted. The chain cables ranged and with the rest of the equipment found complete.

W. Thompson



© 2019

Lloyd's Register  
Foundation