

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 1st March 94 When handed in at Local Office 18

Port of London

No. in Survey held at London Reg. Book.

Date, First Survey 1st Oct 93 Last Survey 27th Feb 1894

on the Wood, Iron or Steel Ship Lake Superior

Master

TONNAGE:-
GROSS 1335
UNDER DECK 1198
NET 1274

Built at Greenock
Owners J. Shepherd & Co
Owners' Address

By whom R. Steele

When 1868

MONTH 12th

Port belonging to London

Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Limekiln

Destined Voyage

WB=Decks tons; f tons; u&B tons; Cell DB tons;
FPT tons; APT tons; MT tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER:
*A.1
S.S. Liv. N°3-481
S.S. Lon. N°2-90
Society's Freeboard (if assigned) as painted on Ship and now verified 4 5 1/2

Last Survey, No. 54002 Port Lon

(Periodical Surveys, when held, must be reported in detail and in script in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Flukes is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment letter, if any. State also the dates and initials of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Towards S.S. N°3.

This vessel has been placed in dry dock. The bottom has been examined and found in good condition. The hold and the peaks have been cleared. All the close ceiling removed. The plating examined in way of side lights and found in good condition. All oxidation removed by being beaten off the floor plates, keelsons, plating &c. The thickness of the plating ascertained by having holes drilled - and found to be satisfactory - see sketches on the other side. The masts and spars examined and wedging removed. The chain cables ranged. The pumps and general equipment attended to. The windlass is of iron in good condition. The cement &c. in the bottom examined. All other requirements of the Rules complied with, except as regards the decks, and in reference to the same, it is stated in the Secretary's letter to the Owners - date 13th Nov 93 - that provided the deck be repaired and made good and efficient for her present intended voyage the ship's class will be allowed to remain undisturbed in the Register Book in the meantime. On the port side forward two planks of the upper deck have been renewed. In the midship

SUMMARY OF DAMAGE REPAIRS: - Plates, Fair'd or Repaired: - Frames, ditto. - Plates, Renewed: - Frames, ditto. Other Repairs: -

PRESENT CONDITION OF THE

Decks	see remarks	Transoms, Portals, & Crutches	good	Copper, or Y.M.	good	Hatches	good
Waterways	good	Timbers of Frame at the openings	good	(State if on Port)		Boats	good
Coamings	good	Ditto ditto at other places	good	When put on, Month	Year	Masts, Yards, &c.	good
Up'r Dk. Beams & Fastenings	good	Keelsons	good	Eudder	good	Condition, how ascertained	by exam
Low'r Dk. Beams & Fastenings	good	Clamps, Shells & Stringers	good	Windlass & Capstan	good	Sails	good
Plating	good	Sarking	good	Pumps	good	Equipment letter	good
Planking	good	(State if on Port)	good	Engine Room Skylights	good	Anchors, No. of	3 B. 1 F. 2 K
Treenails or Rivets	good	Cement & Asphalt	good	Coal Bunker, Open'gs, Lids, &c.	good	Cables (State if now ranged)	good
Breasthooks & Stemson	good	(State which)	good	Scuppers	good	length 270 fms size 1 1/2	
		Teaks	good	Cargo & Main Hatchways	good	Rule length 270 fms size 1 1/2	
		(State if now sarked)	good			Hawseers & Warps	good
		Caulking of Bot'm, D'k, & Wat'rw'ys	good			Standing & Running Rigging	good

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is eligible in our opinion to remain as classed for the present intended voyage, without fresh record of survey, and when the decks shall have been permanently repaired or renewed viz: at the end of the present intended voyage, as above stated, to be then marked "S.S. Lon. N°3" in the Register Book.

Office Fee (if chargeable) per Scale II, Sec. 27 £ : : Fees applied for, 1894
Survey Fee (per Section 28) £ 8 : 0 : 0
Special Damage or Repair Fee (if any) £ : : : Received by me, 2/3/ 1894
Travelling Expenses (if chargeable) £ : : :
Second Surveyor's Fee (if any) £ : : :
*Is Certificate now required?

Committee's Minute

FRI 2 MAR 1894

Character assigned

Deferred for
completen. of No. 3

TUES. JUL 21 1896

FRI. MAR 27 1896

FRI. MAR 27 1896



Lloyd's Register
Foundation

LON701-0292

55229. Jan.

deck house eighteen planks of the upper deck have been renewed - and the upper deck doubled with 2" Oregon pine in this deck house. The remainder of the upper deck has been repaired and made efficient for the intended voyage.

The rudder pintles have been rebushed. One frame and five rearer frames on the starboard side forward repaired. The cement repaired - ceiling refitted and part ceiling renewed. The following have now been renewed viz: the fore topgallant mast, fore topgallant yard, main topmast and main topgallant mast.

Sketches showing the results of drilling the outside plating

Port side.

Sheerstrake					$\frac{12}{16}$
	1 st strake below D ^o				$\frac{10}{16}$
$\frac{10}{16}$	2 nd	D ^o	D ^o		$\frac{10}{16}$
	3 rd	D ^o	D ^o		$\frac{10}{16}$
$\frac{9}{16}$	4 th	D ^o	D ^o	$\frac{10}{16}$	$\frac{11}{16}$
	5 th	D ^o	D ^o		$\frac{11}{16}$
$\frac{11}{16}$	6 th	D ^o	D ^o	$\frac{4}{16}$	$\frac{10}{16}$

Starboard side

Sheerstrake					$\frac{12}{16}$
	1 st strake below D ^o				$\frac{10}{16}$
$\frac{9}{16}$	2 nd	D ^o	D ^o	$\frac{10}{16}$	$\frac{10}{16}$
$\frac{9}{16}$	3 rd	D ^o	D ^o	$\frac{10}{16}$	$\frac{10}{16}$
	4 th	D ^o	D ^o		$\frac{11}{16}$
$\frac{9}{16}$	5 th	D ^o	D ^o	$\frac{11}{16}$	$\frac{11}{16}$

The thicknesses shown in red are the original thicknesses taken from the first entry report.

To complete the L.L. N^o 3 - the upper deck (except in the deck house) to be permanently repaired or renewed, and the forecabin and poop decks to be examined.

J. H. Truscott.

N.B. - If this Report is copied by Copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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