

by Chief Ship Surveyor

Received from Chief Ship Surveyor **13 JUL 1934**

L'S NAME *Sst. Ss. "BADGER STATE"* Rpt. *Intt*

Nos. *3841a, 3884 & 6*

remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/32).

of Survey *2nd. S.S. No. 3. for reclassification & Grain Certificate*

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in *Decimals* of an inch.

STRAKE.	AMIDSHIP.					FORWARD.					AFT.					REMARKS.
	Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		Original Thickness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.	
SHEER STRAKE																
e below																
SHEER STRAKE	X	.62	.62	-	-	X	.62	.62	-	-	X	.62	.62	-	-	<i>X This strake renewed of increased thickness</i>
ake below	G	.44	.44	-	-	.34	.34	.34	-	-	.34	.34	.34	-	-	
"	F	.44	.44	-	-	.34	.34	.34	-	-	.34	.34	.34	-	-	
"	E	.44	.44	-	-	.34	.34	.34	-	-	.34	.34	.34	-	-	
"	D	.44	.44	-	-	.40	.40	.40	-	-	.40	.40	.40	-	-	
"	C	.44	.44	-	-	.40	.40	.40	-	-	.40	.40	.40	-	-	
"	B	.44	.44	-	-	.40	.40	.40	-	-	.40	.40	.40	-	-	
"	A	.44	.44	-	-	.40	.40	.40	-	-	.40	.40	.40	-	-	
"	Kel	.70	.70	-	-	.54	.54	.54	-	-	.54	.54	.54	-	-	

Drillings at ends to be made in the vicinity of the peak bulkheads.

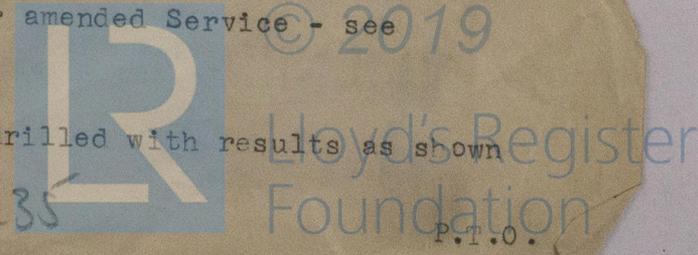
This vessel, which was built in 1912, was classed ~~100A1~~ Awning dk with freeboard, *was* "Canadian Lake Service".

The class was subsequently withdrawn from the Register Book at the Owners' request and three dots (...) inserted in lieu, and the vessel was later reported "stranded 11,32".

The vessel has now been *partly* reconstructed and repaired and with a view to reclassification with this Society the requirements of a 2nd S.S. No.3 have been complied with. (For amended Service - see special endorsement, dated 28.8.33.)

The shell plating has been drilled with results as shown

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"BADGER STATE" (2)

above, which are satisfactory.

The bottom has been cleaned and coated, the stern frame (part), rudder and steering gear renewed, repairs and renewals effected to shell plating, windlass, hatch covers etc.

Extensive alterations have been carried out, including the lowering of top deck, the renewal of the main sheerstrake throughout the vessel, thus increasing the moulded depth to 20 ft., and converting the ship into a single deck ship, all as approved.

It is submitted the vessel appears worthy to be reclassified ~~100A1~~ "With freeboard", "For Service between New York, Chicago and Quebec via New York State Barge and Welland Canals, also between New York, Norfolk and Boston via Long Island Sound and Cape Cod Canal", with record of survey 5,34 and notation of S.S. 2nd No.3-5,34.

100A1 ()
with freeboard
For Service between New York, Chicago & Quebec
via New York State Barge and Welland Canals, also
between New York, Norfolk and Boston via Long Island
Sound and Cape Cod Canal.
Dk ()
ell DB uE 20' f and in side tanks in fore hold 190' 767t FPT 70t APT 18t
K 3 BH Pt cem Lloyd's A & CP
achy. aft

(Stamp) Cargo battens not fitted

5,34 Ogdensburg
S.S. Ogdensburg 2nd No.3-5,34
15/9/34
11/24/34
11/24/34

Postmark
Saset in RB. Alt '34 11/24/34

It is concluded that cargo battens are fitted, but the Surveyor should be requested to state if this is so.
It would appear that in view of the alterations in the type of the ship and in the principal dimensions, a new classification certificate should be issued in this case.

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