

14 JUN 1962

21 JUN 1962

Rpt. 9

Date of writing report 13/6/62. Received London Port HULL. No. 67822.
Survey held at HULL. No. of visits One. First and Last date 1/6/62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 24502 Name M.V. "NORTHGATE" Gross tons 429 Date of build 1941
Owners Hull Gates Shipping Co.Ltd. Managers Craggs & Jenkin, Ltd. Port of Registry Hull.
Engines made Gls. By British Polar Eng.s.Ltd. Type Oil Eng. 2 S.A. 4 cyl.
No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Drydock.
Nature of Survey D.S. & TSOG.
Was Damage Report issued? No. Int. Cert. Yes.
Last Report (For Head Office only)

Hull	Machinery
*100A1 7,61 s.s.3,59	*LMC CS 3,59 TSOG 3,59

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers/ Good. Wear Down of Stern Bushes/ Close fit. Oil Glands/ Good. Sea Connections.
Fastenings Good. Has Screwshaft/TURBINE been drawn? Yes. Date of Examination 1/6/62 Has Shaft been changed? No.
Has Shaft now fitted been previously used? Has Shaft now examined after a continuous liner? No. Approved oil gland? Yes.
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANŒUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS
The Machinery of this vessel is eligible in my opinion to remain as classed, without fresh record, subject to the screwshaft being specially examined in way of oil gland at the next drydocking.

Date of Committee WEDNESDAY - 4 JUL 1962
Decision As new, subject

- 32 Essential Independent Pumps (*Identify by position*).....
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices.....
- 39 Air Receivers & Safety Devices—Main..... 40 Auxiliary.....
- 41 Oil Fuel Tanks (*Not forming part of hull structure*).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (*Identify by position*).....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT		STARBOARD	AUXILIARY EQUIPMENT
a	Generators		l Generators & Governors
b	Exciters		m Motors
c	Air Coolers		n Switchboards & Fittings
d	Motors		o Circuit Breakers
e	Air Coolers		p Cables
f	Control Gear, Cables, etc.		q Insulation Resistance
g	Insulation Resistance		r Steering Gear Generators and Motors
h	Insulating Oil Test		s Navigation Light Indicators
i	Overspeed Governors		
j	Magnetic Couplings		
k	Air Gap		

BOILERS OPENED UP & EXAMINED (*Identify by position and state latest date of internal examination of each boiler*)

MAIN		AUXILIARY, DONKEY or PRESS
Superheaters		
Safety Valves		
Mountings, Doors & Fastenings		
Safety Valves Adjusted to { Sat.....		
{ Spt.....		
Boiler Securing Arrangements		
Main Economisers		Exhaust Gas Heated Economisers
Steam Heated Steam Generators		Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?		Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?		Funnel

EXAMINATION & TESTING OF STEAM PIPES (*State material*)

Main	Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?	Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (*Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class*)

+ Oil gland found worn, the screwshaft in way being pitted and it is recommended this section of shaft be specially examined at the next drydocking, in the meantime considered efficient.
Oil gland faces machined, false face of propeller and bush flange being renewed.

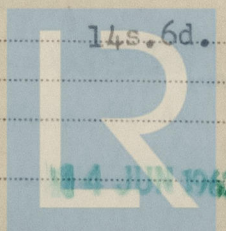
LEAVE THIS SPACE BLANK

Survey fees ... TSOG. £5.

Damage fee ...

Expenses... 14s. 6d.

Date when A/c rendered



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