

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10th JULY 1954 When handed in at Local Office 10th JULY 1954 Port of WALLSEND

No. in Reg. Book 21466 Survey held at WALLSEND Date First Survey 27th APRIL Last Survey 5th JULY 1954
on the Wood, Iron or Steel "NORTHGATE" (No. of Visits 20)

TONNAGE: Built at WELLINGTON QUAY ON TYNE By whom CLELANDS (SUCCESSORS) LTD When 1941
GROSS 429 Owners HULL GATES SHIPPING CO. LD. Owners' Address _____
UNDER DK 265 Managers CRAGGS & JENKIN LD. Port belonging to HULL
NET 222.71 (It not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? BOTH Name of Dock CLELANDS Destined Voyage ✓

MD Bor DBa _____ feet; uE & B _____ feet; f _____ feet
Total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ tons.

N.B.—All alterations in the existing records should be underlined.
Last Report, No. 128093 Port LOR

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined yes. Society's Freeboard (if assigned) as painted on Ship and now verified } 3 ft 6 1/2 ins.

Owners Superintendent, not required Was a damage report made by anyone else? if so, by whom? Underwriter Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, SPECIAL SURVEY & ALTERATIONS

Damage stated to have been caused by:-
I. Bumping and raring at Wick on 26th and 27th October 1953. Damage situated on flat of bottom and starboard shell. (see also herewith report No. 110926)
II. contact with quay at Grimsby in February 1951. Damage situated on port side shell forward.
III. contact with quay at Port Houston in May 1952. Damage situated on starboard side shell forward.
IV. cause and date unknown. Damage to Rudder and Rudder Stock.
Now Done Vessel placed on slipway, bottom side and rudder cleaned, examined and found or placed in good order and recoated. The port side, starboard side and

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	8	12		4				Rudder Mainpieces & 2 Rudder Stock
Removed and Fair'd or Repaired	10	11		6				2 Bulwark Rail Bar. 3 Beam Knee.
Fair'd or Repaired in place ...	18	11		6				

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	(State if on Felt.)
aulking of Decks	Colling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers <u>Good</u>	Boats <u>Good</u>
Beams & Fastenings	Rudder	Scuppers	Masts, Y.M. &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained <u>from aloft.</u>
" " In way of sidelights	Windlass	Hatches	(State if wedges removed.)
Frames	Have pumps been examined and found efficient?	Planking	Equipment letter <u>f</u>
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Anchors, No. of <u>28-15.</u>
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	Cables (State if now ranged) <u>tanged.</u>
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" length <u>165ft</u> mean diam. <u>1"</u>
Floors <u>Good</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches	" Rule length <u>165ft</u> size <u>1"</u>
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Chain Locker <u>Good</u>
Stringers		" " at other places	Hawsers & Warps
Inner Bottom Plating		Stringers, Clamps & Shelves	Standing and Running Rigging
Have the Tanks been examined internally? <u>yes</u>		Sailing	Sails <u>✓</u>
Have the Tanks been tested? <u>yes</u>		State if examined	

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
This vessel is eligible in my opinion to remain as classed with fresh record of dry docking 5,54 and notation of SS. NWC. - 7,54.

Survey Fee (per Section 23)	£ 34 : 0 : 0	Fees applied for, <u>1 NWC 4/1</u>
Special Damage or Repair Fee (if any) (per Sec. 23)	£ 52 : 18 : 0	<u>20 JUL 1954</u>
Travelling Expenses (if chargeable)	£ 10 : 0 : 0	Received by me,
LATE ATTENDANCE	£ 4 : 4 : 0	<u>19</u>
Second Surveyor's Fee (if any)	£ :	

Committee's Minute
Character Assigned 5.54 NWC, without spl. cdw
ss. NWC 7.54 (delete endorsement)
+ NE made 52 fitted '54 + LMC 7.54
3 5.54

2 JUL 1954

Mark
K. Munn

004213-004221-0171 '53

10m, 6.5l. Transfer Ink. (MADE AND PRINTED IN ENGLAND.)
(The Surveyors are requested not to write on or below the space for Committee's Minute)

is Certificate required? If so, to be sent to



bottom shell was examined and rudder was examined.

REPAIRS

DAMAGE I plates numbered from forward.

SHELL Renewed. Port B7,8 (2)

Removed faired and replaced Port C6. Stard. D2,3,4. E3,4,6,8. (8)

Faired in place Port A8. C7. Stard A3, C2,3,4,5. D6,8. E2,9. (11)

No 2 Double Bottom Tank port.

4 floor plates cropped and outer bay renewed, bottom frames removed faired and replaced.

6 floor plates faired in place.

6 Main frames port and 6 main frames stard. were renewed.

On completion of repairs Nos 1 and 2 Double Bottom tanks and Fore Peak tank were tested and proved satisfactory. Shell hose tested and proved satisfactory.

DAMAGE II

Shell plates numbered from forward.

Renewed. Port F2, G2,3. (3)

Removed faired and replaced. Port. F3. (bulwark plate) (1)

Faired in place. Port E1,2,3. F1. (4)

6 Main frames were faired in place and one beam knee removed faired and replaced. Short length of bulwark rail removed faired and replaced.

On completion the Fore Peak tank was tested and shell hose tested

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.				
	1st Bower													
	2nd													
	3rd													
	Collective Weight													
	Stream.....													
	Kedge.....													

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stations.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					
91119	15	1	18	27	8 00	7 2 14	15	1"	15	1"	STUD LINK	NOT STATED.	L.P.H. CRADLEY HEATH 14/12/53. H. PHILLIPS.

Iron Stream Chain or Steel Wire

and repairs proved satisfactory

DAMAGE III

Shell plates numbered from forward.

Renewed. Stard F2, G2,3. (3)

Removed faired and replaced. Stard. F3. (bulwark plate) (1)

Faired in place. Stard E1, 2. F1. (3)

1 Main frame cropped removed faired and replaced

5 Main frames faired in place. 2 beam knees removed faired and replaced.

A short length of bulwark rail was removed faired and replaced.

On completion the Fore Peak tank was water tested and shell hose tested and repairs proved satisfactory.

DAMAGE IV

An approximate twist of 22° was measured between the quadrant and the base of the rudder. The rudder and stocks were unshipped and a fracture was discovered in the rudder mainpiece. The rudder was dismantled and a new mainpiece fitted with increased diameter of 4 1/4" at the coupling tapering to 3 1/16" at the lower bearing. Both rudder stocks were renewed and the diameter increased to 3 7/8". Mainpiece and stocks manufactured from mild steel bar tested to hull requirements. Test certificates for material were produced for examination.

On completion of repair the rudder was tested under working conditions and proved satisfactory.

SPECIAL SURVEY

Vessel placed on slipway, bottom sides and rudder (lifted) cleaned examined and recoated. Anchors and cables ranged and examined.

The holds, tween decks, peaks, engine and boiler spaces cleared, ceiling removed as required. Steelwork examined throughout, scaled and coated as necessary. It was not considered necessary to drill the shell plating. Plating in way of sidelights examined. All double bottom tanks, oil fuel tanks and fore and after peak examined internally and tested. Decks (drilled as necessary) chain locker, masts and rigging (report attached) hatch coamings, covers and supports, tarpaulins, cleats and lashing arrangements, ventilator coaming and covers, steering gear, spares and auxiliary gear, windlass, hand pump, air and sounding pipes and striking plates examined.

Freeboard Renewal Survey carried out and freeboard verified.

REPAIRS

Shell plates numbered from forward.

Faired in place. Port E9, F10.

No 1 Hold.

4 main frames port and 4 main frames starboard were renewed

11 main frames port and 4 main frames stard. were faired in place.

2 reverse frames port and 3 reverse frames stard. faired in place.

One deck beam renewed port. 5 beams port and 13 beams stard. faired in place.

4 beam knees port and 4 beam knees stard removed faired and replaced.

Stringer a fore end of hold stard. removed faired and replaced with face angle and fore peak bulkhead boundary angle cropped removed faired and replaced.

No 2 Hold.

10 main frames port and 22 main frames stard. were renewed

11 main frames port and 7 main frames stard. were faired in place

2 reverse frames port and 2 reverse frames stard. faired in place.

5 deck beams stard. faired in place.

2 beam knees stard removed faired and replaced.

A number of Tank side lugs were re-riveted

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



Northgate Page 4.

Aft bulkhead part cropped and part renewed and boundary bar cropped removed faired and replaced.

Fore Peak. Two beam knees removed faired and replaced. A number of defective rivets in beam knees were renewed.

Ceiling The hold ceiling was almost entirely renewed.

Anchor and Cable. ranged and examined. One length of cable was found below minimum size and was renewed. For particulars please see Page 2.

Staring Gear Chains, sheaves, rods and pins examined. One new length of chain, 7'-1" long was fitted. Remainder of chains were annealed.

Tonnage. The Net Tonnage was altered at this time, the new figure being 222.71 TONS.

Freeboard Renewal Survey.

Engine Room Skylight and fastenings overhauled

One sidelight glass renewed

Seven wood covers renewed at No 1 Hatch.

Hatch beams removed and faired. Two new angle fitted to one beam.

Escape Hatch toggle overhauled.

Booms and fastenings overhauled.

Two vent wood plugs and canvas covers supplied.

ALTERATIONS

A new engine was installed and the engine seating was altered per attached plan previously approved.

Engine Room flood tested on completion and proved satisfactory.

Engine Room forward bulkhead cut for removal of engine and rewelded. Bulkhead hose tested on completion and proved satisfactory.

S.R. LIST:- Indented bottom and shell plating &c. (s.s.) to be repaired by Special Survey. Permanent repairs have now been effected to this plating (please see Damage I). It is accordingly submitted that this condition of class may now be removed.

ENDORSEMENT OF CLASS B No 2. plate in 1st. below fore shear (s.s.) indented. Permanent repairs have now been effected to this plate (please see Damage III, plate F2). It is accordingly submitted that this item may be deleted.

Vessel undocked 24th May 1954.

KEH.

10/7/54.



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