

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

NEWCASTLE-ON-TYNE.

21 JUL 1954

Writing Report... 19 JUL 1954... Port of... 19 JUL 1954

Survey held at **WALSSEND ON TYNE.** Date. First Survey **28.4.54.** Last Survey **5.4.54.**

on the Machinery of the **Wood, Iron or Steel** **M.V. 'NORTHGATE'**

Gross **H29** Vessel built at **WALSSEND** By whom **CHELANDS (SUCCESSORS) LTD** When **1941**

Net **22H** Engines made at **MANCHESTER. GLASGOW** By whom **CROSSLEY BROS. LTD.** When **1941. 1952.**

Boilers, when made (Main) **(Donkey)** **BRITISH POLAR ENG. LTD.**

Owners **HULL GATES SHIPPING CO. LTD.** Owners' Address **(if not already recorded in Appendix to Register Book.)**

Managers **CRAIGGS & JENKIN LTD.** Port **HULL** Voyage **COASTWISE.**

Surveyed Afloat or in Dry Dock **CHELANDS (SUCCESSORS) LTD.** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL	MACHINERY
II 100 A1.	II LMCCS 5,50.
11,53.	TSOG. 11,51.
SS NWC 5,49.	
CARGO BATTENS NOT FITTED.	

Particulars of Examination and Repairs (if any) **DNV. FINE COMP. LMCCS.**

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides listed in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case

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 why they were declined

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " " " "

For what reasons? What parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Date of internal examination of each boiler? Present condition of funnel(s) **EFFICIENT.**

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Screw shaft now been drawn and examined? **YES** Has it a continuous liner? **NO** Is an approved oil retaining appliance fitted at the after end? **YES.**

Shaft now been changed? **NO** If so, state reasons? Has the shaft now fitted been previously used? Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? State date of examination of screw shaft **5.5.54.** State the wear down in the bush **OIL TIGHT.**

Is electric light and/or power fitted? **YES** If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? **YES**

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **YES.**

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **C.S. CASE.**

DONE :- DOCKING.

Vessel placed on slipway, propeller, oil glands & outside fastenings of sea connections examined.

Screw shaft drawn, modified as per approved plans, examined & found in good order.

Stern bush drawn, examined, re-metalled to suit new screw shaft diameter.

New propeller marked **LOYD'S 4789A. FCL. 18.5.54** fitted without & with key & found satisfactory.

Sea valves, inlets & discharges, opened out, examined & found or placed in good order.

A new British Polar Heavy Oil Engine **M.H.I. Type No. E918** has been fitted into the vessel at this time. (**GLASGOW REPORT No. 478946**)

Necessary alterations & additions to existing pipelines have been carried out as shown on the 'as fitted' plans herewith attached.

On completion of fitting the new main engine, all chocks & intermediate shaft alignment were checked & crankshaft deflections taken & found satisfactory.

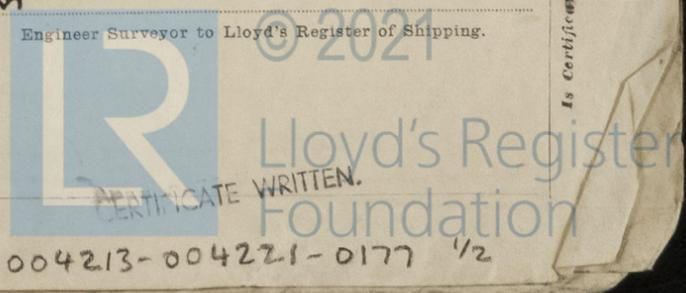
Observations, Opinion, and Recommendation:— (CONTINUED ON FOLLOWER I).

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The machinery of this vessel, so far as now seen is in safe working condition, eligible for opinion to remain as classed & have fresh record of **II LMCCS 4,54, TSOG 5,54** & a notation of **INE made 52, fitted 54.**

Fee (per Section 23) **COMP. LMCCS. £12 0 0** **ELEC. 40KW. £10 0 0** **TSOG. £2 0 0** Fees applied for, **19 JUL 1954** Received by me, **W.P. Taylor** Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute... + LMC 7.54 + NE made '52 fitted '54 5 5.54



Insert Character of Ship and Machinery precisely as in the Register Book. Is Certificate required? If so, to be sent to...

M.V. 'NORTHGATE'

FOLLOWER I

Now Done :- LMCCS.

The following auxiliary machinery was opened out, examined & found or placed in good order :-

Motor driven general service pump;

Motor driven air compressor;

Hand steering gear;

Daily service O.F. tank, valves & extended spindle.

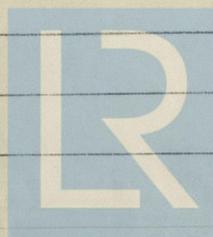
The generators, motors, main & sub-distribution switchboards & boxes, fuses & cables & all other electrical apparatus were examined & tested & found or made to comply with Rule Requirements. The generators were tested for governing & compounding under full & no load conditions & left in safe working order.

The valves, cocks, pipes & strainers of the pumping & bilge systems were examined internally so far as practicable, tested under working conditions & left in safe working order.

A new 4 cylinder sister diesel engine N^o. 1484 JPM E 4 (certificate attached) was fitted on the Starboard side of the engine room in place of the original engine driving the 20 K.W. generator. The new machine was tested under working conditions & found satisfactory.

On completion of fitting the new main engine & minor repairs to auxiliary machinery, the entire machinery was tested under working conditions & left in safe working order.

W. P. Taylor.



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