

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

(Received at London Office)

22 FEB 1955

Date of writing Report. 16.2.1955 When handed in at Local Office. 17.2.1955 Port of **NEWCASTLE-ON-TYNE.**
 No in Reg. Book. Survey held at **WALSSEND-ON-TYNE & BLYTH** Date. First Survey 11/2/55 Last Survey 14.2.1955 (No. of Visits 3)

71800 on the Machinery of the Wood, Iron or Steel. M.V. "NORTHGATE"

Age { Gross 429 Vessel built at **WILLINGTON QUAY ON TYNE** By whom **CLELANDS (SUCCESSORS) LTD** Year. Month. When 1941
 Net 223 Engines made at **GLASGOW** By whom **BRITISH POLAR ENGS LTD** When 1952
 As Per Rule 70 Boilers, when made (Main) (Donkey)
 of Main Boilers Owners **HULLGATES SHIPPING CO LTD** Owners' Address
 (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers Managers **CRAGGS & JENKINS LTD** Port **HULL** Voyage **COASTING**
 Steam Pressure— # Surveyed Afloat or in Dry Dock **CLELANDS (SUCCESSORS) LTD**
 in Main Boilers (State name of Dock.) & **IMPORT DOCK BLYTH**
 in Donkey Boilers

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

Particulars of Examination and Repairs (if any)	HULL	MACHINERY
DAMAGE & DRG	*100 A1 5,54 SS. Nwc. 7,54	*LMC 7,54 TS. OG. 5,54 *NE. made 52 fitted 54
	Cargo batters not fitted	
		OIL ENGINES CONTINUOUS SURVEY

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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 why they were declined. *Offered & declined*

Has a damage report made by anyone else? If so, by whom? *Underwriters Surveyors*

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

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

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

What 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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s)

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

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

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

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

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

Has the 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*

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

Is an approved oil retaining appliance fitted at the after end? State date of examination of screw shaft *11.2.55* State the wear down in the stern bush *14/1000* Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. *Survey Complete.*

Damage:— *Slated damage to have been sustained to the vessels propeller on February 8th 1955 whilst on a voyage from London to Louth whilst in a loaded condition, cause unknown.*

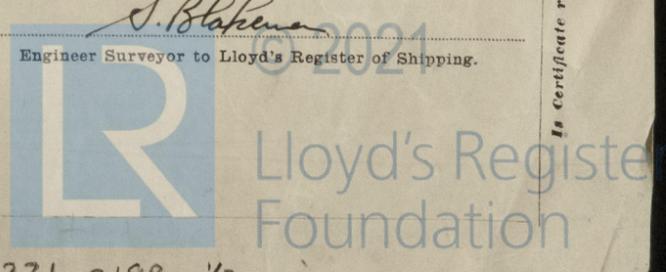
Now Done for Damage:— Vessel placed on slipway, propeller stern bush, oil gland & screw shaft (drawn in) examined. Propeller found to have one blade missing, broken off near the root. Screw shaft tried in lathe for truth & found true as far as practicable. Owners spare propeller slated intended for m.v. "MYTONGATE" fitted, the difference of taper in boss made good by machining taper of screw shaft. London office informed of change with respect to the effect on the torsional calculations of the engine shafting & propeller system. Torsionograph records taken whilst vessel at Blyth & it is submitted that the propeller be renewed at the first opportunity & the main engine to have a provisional barred speed range of 180 r.p.m. to 260 r.p.m. until torsionograph records are approved on the vessels arrival at London to which port she is now proceeding.

General Observations, Opinion, and Recommendation:—
 (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 also 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 a safe working condition, eligible in my opinion to remain as classed, save fresh notation of tailshaft seen with O.G. 2.55 now, subject to the propeller being renewed at the first opportunity & the main engine to have a provisional barred speed range of 180 r.p.m. to 260 r.p.m. until torsionograph records are approved on the vessels arrival at London to which port she is now proceeding.

Survey Fee (per Section 23) £ : : Fees applied for, **21 FEB 1955**
 Special Damage or Repair Fee (if any) £ 10:10:0 Received by me, *S. Blakemore*
 (per Section 23.) Travelling expenses (if chargeable) £ : : 19
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUESDAY 3-MAY 1955**
 Assigned *As usual* (with final. Indmt)
52,55



Insert Character of Ship and Machinery precisely as in the Register Book. CRSP SENT 'RECORDS' 25/5/55

M.V. "NORTH GATE" (Continued)

FOLLOWER N°1

Now Done for Dry:— Vessel placed on slipway, propeller, stern bush, screwshaft (drawn in) & outside fastenings examined.

NOTE:— London outport surveyors issued with interim certificate.

NOTE:— Propeller as now fitted temporarily marked:— LLOYDS, EFB, 3302A 26.1.49 & was manufactured by Messrs Friedenthal & Co. Ltd. Preston.

The Broken original propeller was marked, LLOYDS 4789A 18.5.54 F.C.L & was also manufactured by Messrs Friedenthal & Co. Ltd. Preston.

S. Blakeman

**SURVEYOR TO LLOYD'S REGISTER,
NEWCASTLE-ON-TYNE**



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Foundation