

26 JUL 1954

22465

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report **24th JULY** 19**54**. When handed in at Local Office **24th JULY** 19**54**. Port of **SOUTHAMPTON**.
 No. in Survey held at **SOUTHAMPTON**. Date, First Survey **21st JUNE** Last Survey **14th JULY** 19**54**.
 Reg. Book **28028** on the **Wood, Iron or Steel** **n.v. SOUTHGATE** (No. of Visits **10**).
 TONNAGE: — Built at **AMBLE** By whom **AMBLE S.B. CO. LTD.** When **1925** . MONTH **12**.
 GROSS **143**. Owners **ESSO PETROLEUM CO. LTD.** Owners' Address **AS RECORDED**.
 UNDER DEK **101**. Managers **See back** (If not already recorded in Appendix to Register Book).
 NET **55**. Port belonging to **SOUTHAMPTON**.

Surveyed Afloat or in Dry Dock? **DRYDOCK**. Name of Dock **J.I.T. NORTHAM**. Destined Voyage **—**.
 Cell DBor DBa **—** feet; uE&B **—** feet; f **—** feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 total capacity **—** tons. F.P.T. **—** tons; A.P.T. **—** tons; M.T. **—** tons. }
 Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.
 Last Report, No. **22359** Port **See back**

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.

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.

CHARACTER
 * for Special Survey.
 Date of last Survey and of Periodical Surveys.
 Machinery and Boiler Surveys (Including date of N.B., if any).
 + 100 A1 LMC . 5.52 .
 500 . 1.54 . TSCl. N. 10.53 .
 55.50U. 12.47. (Dr)
 55.50U. 5.52 . OIL ENGINE .
 COASTING - GT. BRITAIN & IRELAND (EX. WEST COAST - CORK TO PENTLAND FIRTH)
 CARRYING PETROLEUM IN BULK
 Society's Freeboard (if assigned) as **—** ft. **3 1/2** ins.
 painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE FOR **DOCKING & DAMAGE SUSTAINED WHILST ON SERVICE**
 ON VARIOUS DATES.
NOW DONE.

VESSEL PLACED IN DRYDOCK, BOTTOM & RUDDER CLEANED, EXAMINED & FOUND OR PLACED IN GOOD CONDITION. & AFTERWARDS RECOATED.

DECKS, CASINGS, COAMINGS, HATCHWAYS, HATCHES, VENTILATOR COAMINGS, AIR PIPES, CLOSING APPLIANCES, SKYLIGHTS, STEERING GEAR & ITS CONNECTIONS, ANCHORS & CABLES (RANGED), WINDLASS & EQUIPMENT GENERALLY EXAMINED & FOUND IN GOOD CONDITION. ALL CARGO TANKS & FORE PEAK TANK TESTED AS PER RULE & FOUND OR PLACED IN SATISFACTORY CONDITION.

ANNUAL FREEBOARD SURVEY CARRIED OUT THIS TIME.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	4							
Removed and Fair'd or Repaired	—							
Fair'd or Repaired in place	4							

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Planks part exd. GOOD	part exd. GOOD	GOOD	(State if on Edge)
Planking of Decks — do —	Ceiling —	Coal Bunkers, Openings, Covers, &c. —	When fitted, Month Year
Coamings GOOD	Cement or Asphalt —	Oil Bunkers —	
Rams & Fastenings part exd. GOOD	Rudder GOOD	Scuppers GOOD	Boats GOOD
Outside Plating GOOD	Steering gear and its connections GOOD	Cargo Hatchways GOOD	Masts, Yards, &c. GOOD
" " in way of sidelights GOOD	Windlass GOOD	Hatches GOOD	Condition, how ascertained FROM DECK
Frames part exd. GOOD	Have pumps been examined and found efficient? —	Planking —	(State if wedges removed.)
Transverse Frames —	Have Sluice Valves been examined and found efficient? —	Caulking —	Equipment letter a.
Longitudinals —	Have Watertight Doors been examined and found efficient? —	Treenails —	Anchors, No. of 2 B & 15.
Transverses —	Have Ventilators and their Coamings been examined and found efficient? YES.	Breasthooks & Stemson —	Cables (State if now ranged) RANGED
Ports part exd. GOOD	Air and Sounding Pipes GOOD	Transoms, Pointers & Crutches —	" length 120 mean diam. 1/16"
Belsons — do —	Doubling Plates under Sounding Pipes —	Timbers of Frame at openings —	(on board.)
Fingers — do —		" " at other places —	" Rule length 120 size 1/16"
Inner Bottom Plating —		Stringers, Clamps & Shelves —	Chain Locker NOT EXD.
Have the Tanks been examined internally? NO		Sanding —	Hawsers & Warps SUFFICIENT
Have the Tanks been tested? YES.		State if examined	Standing and Running Rigging EFFICIENT
			Sails —

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 OUR OPINION TO REMAIN AS NOW CLASSED WITH FRESH RECORD OF SURVEY 7.54. SUBJECT TO E. 3; 7 & 8 PORT & E. 8 STARBOARD AND BULWARK PLATING PORT & STARBOARD BEING REPAIRED AS NECESSARY AT THE SPECIAL SURVEY.

Survey Fee (per Section 23) £ **21 0 0** Fees applied for **24/7/54**
 Special Damage or Repair Fee (if any) (per Sec. 23) **TESTING** £ **5 0 0**
 Travelling Expenses (if chargeable) £ **1 6 0** Received by me, **Albert G. Ferrington + Edmund Hart**
 Second Surveyor's Fee (if any) £ **—** Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

7.54 Low subject (h)
56.54 HMC (m) without spl can (m)
7.54

"SOUTHGATE"

DAMAGE REPAIRS.

(a) DAMAGE TO BOW PLATING (STARBOARD) STATED SUSTAINED DUE TO VESSEL STRIKING SUBMERGED OBJECT 27/8/52 (SUBJECT IN S.R.L.)

NOW DONE

SHELL (PLATES NUMBERS) from AFT)

STARBOARD SIDE.

'B' STRAKE. No. 8. PLATE. RENEWED.

'C' STRAKE. Nos. 7 & 8 PLATES, FAIRED IN PLACE.

'D' STRAKE. No. 7. PLATE, RENEWED.
No. 8. PLATE, FAIRED IN PLACE.

'E' STRAKE. No. 6. PLATE, FAIRED IN PLACE.
No. 7. PLATE, RENEWED

No. 1. CARGO TANK & FORE PEAK TANK TESTED AS PER RULE & SHELL HOSE TESTED AS NECESSARY.

THIS ITEM SHOULD NOW BE DELETED FROM THE S.R.L.

(b) BOTTOM DAMAGE STATE) SUSTAINED BY VESSEL GROUNDING WHILST ON SERVICE DATE & TIME NOT KNOWN. (SOUTHAMPTON REPORT No. 22359)

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.	lbs.	Cwts.	qrs.	lbs.		
	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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire											

SHELL, PORT SIDE.

'B' STRAKE. No. 5. PLATE from AFT, RENEWED.

Nos. 2 & 3 CARGO TANKS TESTED AS PER RULE.

SEE CONT. SHEET.

Rpt. 9a

Port of SOUTHAMPTON.

Continuation of Report No. 22465 dated 26 JUL 1954 on the

"SOUTHGATE"

THE FOLLOWING DAMAGES WERE ALSO DISCLOSED & THE OWNERS REQUESTED THAT REPAIRS BE DEFERRED TILL SPECIAL SURVEY, THESE WERE EXAMINED & IN OUR OPINION DO NOT EFFECT THE EFFICIENCY OF THE VESSEL, THIS REQUEST IS PUT TO THE COMMITTEE FOR APPROVAL & IN OUR OPINION MERITS FAVOURABLE CONSIDERATION.

(c) DAMAGE STATED SUSTAINED DUE TO CONTACT WITH NORTHAM JETTY 20.1.54.

BULWARK STARBOARD SIDE AFTER END of WELL DECK FOUND SET IN.

DAMAGES STATED SUSTAINED WHILST ON SERVICE ON VARIOUS DATES.

(d) BULWARKS. BULWARK STARBOARD SIDE FORWARD END OF RAISED QUARTER DECK, FOUND SET IN.

(e) SHELL (PORT)

'E' STRAKE. No. 3. PLATE from AFT, FOUND SET IN.

(f) SHELL (STARBOARD)

'E' STRAKE. No. 8. PLATE & BULWARK PLATING IN WAY FOUND SET IN.

(g) SHELL (PORT)

'E' STRAKE Nos. 7 & 8 PLATES & BULWARK PLATING IN WAY FOUND SET IN.

REPAIRS WEAR & TEAR.

SHELL

PORT.

'E' STRAKE No. 4 PLATE FROM AFT, CROPPED & PART RENEWED.

STARBOARD

'D' STRAKE. No. 4. PLATE A NUMBER of DEFECTIVE RIVETS RENEWED IN TOP LANDING.

(SHELL HOSE TESTED IN WAY UPON COMPLETION of REPAIR)

SHELL CAULKING OVERHAULED AS NECESSARY.

A FEW OTHER MINOR REPAIRS CARRIED OUT.

TUESDAY 24 JAN 1956

Vessel must drydock
in maintenance
class - obtain sub
proposal -
also outside
loading
limits

Am.

FRIDAY - 2 MAR 1956

Class suspended 3.56
drydock - over

Wick

Wick

YSAZSEZEH
TUC
CASHAN
SIAHES
SOLIM
SHTO
WET
A

Particulars

YSAZSEZEH
TUC
CASHAN
SIAHES
SOLIM
SHTO
WET
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YSAZSEZEH
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OR

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