

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 9 June 38 When handed in at Local Office 9/6/38 Port of NEWCASTLE-ON-TYNE
No. in Survey held at Blyth Date, First Survey 20 April Last Survey 24 May 1938
Reg. Book. 30928 on the Wood, Iron or Steel Sc "NORTHGATE" (No. of Visits 14)

TONNAGE:— Built at Newcastle By whom Hawthorn Leslie & Co Ltd When 1925 YEAR. MONTH.
GROSS 425 Owners Bristol Land & Gravel Co Ltd Owners' Address
UNDER DK. 328 Managers F. E. Pellet Port belonging to Stockton
NET 155

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Blyth Dock & S.B. Co Ltd Destined Voyage

WB=CellDBorDBa 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. 76084. Port hwc

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned no expired.	Machinery and Boiler Surveys (including date of N.B., in any).
+100A1	3.38	+L.M.C 2.38
S.S. Bly	103.3.38	AS 2.38
		CL. 3.38

Cargo battens not fitted

Where cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose and to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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

OR EXAMINATION AS PER RULE, FOR Conversion for Carrying & Pumping sand in Bulk

Approved Plan (attached) See letters dated 1/4/38, 9/5/38

Tank constructed in hold by erecting sloped bulkheads from lower sides and ends to coamings to floor top bars. Bulkheads constructed with $\frac{3}{8}$ plating, stiffened by 44 BA stiffeners spaced 22" apart at sides and 17" apart at ends.

is bracketted to deck beams & large margin brackets at sides and to deck and floor at ends. $3 \times 3 \times \frac{3}{8}$ foundation angles fitted to floor top bars to take bulkhead plating constructed in accordance with the plan approved 1st April 38.

pillars in way of sloped bulkheads at ends, removed and deep flanged brackets to longitudinal side & centre girders under deck and attached to slope bulkhead ends.

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
new								
removed and Fairred or Repaired								
removed or Repaired in place								

CONDITION OF THE

Decks	good	State if Tanks have been examined inside	no	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	(State if on Ed.)
Stairways	good	State if Tanks now tested	Sand Tank Horizontal	Dblg. Plates under Sounding Pipes	good	When put on, Month	Year
Painting	good	Bulkheads	good	Engine Room Skylights	good	Boats	good
in way of sidelights	good	Ceiling	good	Coal Bunkers, Open'gs, Lids, &c.	good	Masts, Yards, &c.	good
	good	Cement or Asphalt (State which.)	good	Oil Bunkers	good	Condition, how ascertained	from deck
	good	Rudder	good	Scuppers	good	(State if wedges removed)	✓
	good	Steering gear and its connections	good	Cargo Hatchways	good	Sails	✓
	good	Windlass	good	Hatches	good	Equipment letter	F.B. 15.
	good	Have pumps now been examined and found efficient?	✓	Planking of Wood Vessels	ditto	Anchors, No. of	38.15.
	good	Have Sluice Valves now been examined and found efficient?	✓	Caulking	ditto	Chain Locker	✓
	good	Have Watertight Doors now been examined and found efficient?	✓	Treenails	ditto	Cables (State if now ranged)	no
	good	Have Ventilators and their Coamings been examined and found efficient?	yes.	Breasthooks & Stemson	ditto	length (on board)	mean diam. ✓
	good			Transoms, Pointers, & Crutches	ditto	Rule length	size ✓
	good			Timbers of Frame at openings	ditto	Hawser & Warps	sufficient
	good			Ditto Ditto at other places	ditto	Standing and Running Rigging	good.
	good			Stringers, Clamps & Shells	ditto		
	good			Sanding (State if examined.)	ditto		

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 survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24."

This vessel is, in my opinion, eligible to remain as classed without fresh record.

Fees applied for, 9-JUN-1938
Received by me, 19/9/38
Fees (per Section 29) £ 10 10 0
Special Damage or Repair Fee (if any) £
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £
Committee's Minute
Character Assigned

9-JUN-1938

19/9/38

Surveyor to Lloyd's Register of Shipping.

W312-0132 (112)

Lloyd's Register Foundation

24/5/38

on the

S/S "Northgate"

Deck plating at forward end of hatch stiffened to take sand pump, by removing existing centre line longitudinal girder under deck and fitting deep girder with double top and bottom angles from forward hold bulkhead to hatch end.

Plate 20" deep $\times \frac{5}{16}$ with 4 \times 4 \times .40 double angles. This girder securely bracketted at forward end to existing vertical web on bulkhead and to sand tank forward bulkhead centreline stiffener.

Double ceiling (Oregon pine & elm) fitted and bolted to floor top bars in sand tank afterwards caulked & painted. One floor space at each end of tank left uncovered by ceiling. These end floors made W.T. to form drain wells. Side keelsons between floors at bilges cemented up.

The open wells at each end of tank fitted with wood frames covered by filtering material for straining water into wells.

4" Suctions controlled by valves outside sand tank P & S sides led from wells to new bilge pump in storeroom, with overboard discharge. Suitable seating built on Port side of storeroom takes new pump.

Note The existing hold suction have not been disturbed.

Holes cut in hatch coamings one port one starboard 2'-0" \times 1'-0" and welded $\frac{3}{16}$ " thick steel trunks fitted with sluice doors led from hatch coaming overboard through bulwark plating for draining off surplus water.

Portable jointed and bolted $\frac{1}{2}$ " thick plates fitted on inside of hatch coamings over these openings. These to be used when cargo is being carried or when vessel proceeds to sea. These covering plates are permanently attached to coamings with strong chains. Pump seating built on forward deck, after removal of winch. Deck plating doubled & two girders fitted to deck to carry $\frac{1}{2}$ " top plate.

Access hatch 20" \times 20" W.T. fitted on fore deck port side to give access to wing spaces round sand tank. Coamings 18" high $\times \frac{5}{16}$ plate. Hatch fitted with $\frac{1}{2}$ " steel jointed bolted cover.

Note This hatch should be noted on Harbour Reports

The whole of the bulkheads & deck have tested on completion & found satisfactory



© 2019

Lloyd's Register
Foundation

W312-0132(212)