

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 Reg. Book 30928 Survey held at Blyth Date, First Survey 20 April Last Survey 24 May 1938
(No. of Visits 14)

30928 on the Wood, Iron or Steel Le "NORTHGATE"

TONNAGE:— Built at Newcastle By whom Hawthorn Leslie & Co Ltd When 1925 YEAR. MONTH. 5

GROSS 425 Owners Bristol Land & Gravel Co Ltd Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 328 Managers F.E. Peliss Port belonging to Wickton

NET 155

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

WB=CellDBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT tons. feet tons.)

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 76084. Port hwc

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned no or 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

(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 be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters in this case.

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

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

REPAIRS, 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 top coamings to floor top bars. Bulkheads constructed with 3/8 plating, stiffened by 44 BA stiffeners spaced 22" apart at sides and 17" apart at ends.

Stiffeners bracketed to deck beams & large margin brackets at sides and to deck and floor beams at ends. 3x3x3/8 foundation angles fitted to floor top bars to take bulkhead plating. Bulkheads constructed in accordance with the plan approved 1st April 38.

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

DESCRIPTION OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Examined								
Moved and Fair'd or Repaired								
Examined or Repaired in place								

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

General Observations, Opinion as to Class, Recommendation, &c.:—

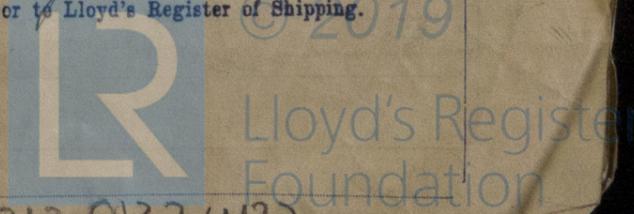
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed 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	Alterations	10	10	0
Special Damage or Repair Fee (if any)				
Travelling Expenses (if chargeable)				
Second Surveyor's Fee (if any)				

Received by me, John T. Findlay Surveyor to Lloyd's Register of Shipping. JUN 10 1938

Committee's Minute Deferred Character Assigned 6



W312-0132(112)

S/S "Horthgate"

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 wren frames covered by filtering material for straining water into wells.

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



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Foundation

W312-0132(212)