

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15 July 1938. When handed in at Local Office 15 July 1938. Port of Cardiff.

No. in Survey held at Cardiff. Date, First Survey 14 June '38 Last Survey 15th July 1938.
Reg. Book 80554 on the Wood, Iron or Steel S.S. "NORTHGATE". (No. of Visits 10)

TONNAGE: Built at Newcastle By whom Hawthorn, Leslie & Co. Ld. When 1925 YEAR. MONTH. 5
GROSS 425 Owners Bristol Sand & Gravel Co. Ld. Owners' Address
UNDER DK. 328 Managers F. E. Peters. Port belonging to Stockton
NET 155

Surveyed Afloat or in Dry Dock? Afloat Name of Dock West Dock Destined Voyage
WB=Cells Bor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 96336. Port NWC.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 summarized 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.)

In 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
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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Alterations. (See also NWC Rpt 96336).

Now done:- The sloping transverse bulkheads at the ends of the sand compartment recently fitted at Blyth cropped & refitted vertically at the positions shown on the enclosed print, and all the brackets at heads & heels of the stiffeners renewed. The forward hatch coaming moved aft two frame spaces, the deck plating extended over these two spaces with $\frac{3}{8}$ " plating, and new doubling plates fitted at the corners of the hatch. Two new deck beams fitted 5" x 3" x $\frac{3}{8}$ " angles, with large flanged beam knee brackets on the new hatch end beam. The fore & aft bulkhead each side extended to suit the new position of the after transverse bulkhead & new stiffeners fitted on (Continued)

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

PRESENT CONDITION OF THE		Copper, or Y.M. of Wood Vessels (State if on Feet). When put on, Month Year	
Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Boats
Caulking of Decks	State if Tanks now tested	Dblng. Plates under Sounding Pipes	Masts, Yards, &c.
Coamings	Bulkheads	Engine Room Skylights	Condition, how ascertained (State if wedges removed)
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Sails
Outside Plating	Cement or Asphalt (State which.)	Scuppers	Equipment letter <u>f</u>
" " in way of sidelights	Rudder	Cargo Hatchways	Anchors, No. of <u>2 B, 1 S.</u>
Breasthooks	Steering gear and its connections <u>to the deck</u>	Hatches	Chain Locker
Transoms	Windlass	Planking of Wood Vessels	Cables (State if now ranged)
Frames	Have pumps been examined and found efficient?	Caulking ditto	" length (on board) mean diamr.
Reverse Frames	<u>Survey confirmed</u>	Treenails ditto	" Rule length size
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemon ditto	Hawser & Warps
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms Pointers, & Crutches ditto	Standing and Running Rigging
Floors	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	
Keelsons		Ditto Ditto at other places ditto	
Stringers		Stringers, Clamps & Sheifs ditto	
Inner Bottom Plating		Salting ditto (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 this 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 and ptND24, &c."

This vessel, so far as now seen, is in good and efficient condition and eligible in our opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £
Special Damage or Repair Fee (if any) (per Sec. 29) £ 10 10 0
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £
Fees applied for, 18 July 38
Received by me, E. B. Brimblecombe
b. Moffatt
Surveyors to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned As now
but record "Fitted for pumping & carrying sand in bulk"
WED 3 AUG 1938
Lloyd's Register Foundation
W312-0139(1121)

21 JULY 1938

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Full see over

Is Certificate required? If so, to be sent to

S.S. "NORTHGATE."Alterations continued:-

this portion of the bulkhead.

The centre line & side girders under deck forward of hatch extended two spaces aft to the new position of hatch coaming, and bracketed to the bulkhead as before. Pillars now fitted under these girders (one pillar under each), supporting the sand pump on deck.

Large flanged brackets fitted on the after bulkhead to support the deck winch abaft the hatch.

All the double ceiling in bottom of sand compartment renewed, consisting of a layer of 3" pitch pine caulked & primed, with a layer of 1 1/2" elm screwed on top also caulked & primed.

Watertight drain wells arranged at each end of sand compartment as before.

On completion of the work, the sand compartment tested by filling with water and found satisfactory. The deck hose tested in way of new plating forward of hatch and found satisfactory.

The size of the hatch is now 36'-9" x 15'-0", with seven shifting beams instead of eight, and the forward section of hatch covers have been refitted to suit the new position of the forward coaming.