

20 SEP 1935

No. 9209

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20/8/35 When handed in at Local Office 23rd Aug 1935 Port of Kobe.
 No. in Survey held at Osaka & Kobe. Date, First Survey 15/7/35 Last Survey 12/8/1935.
 Reg. Book. (No. of Visits Thirteen.)

76287 on the Wood-Blocker Steel 3/3 "NORTHBRIDGE"
 TONNAGE: Built at Sunderland. By whom W. Duxford & Sons Ltd. When 1928 MONTH 3
 GROSS 5140 Owners North of England S.S.Co., Ltd. Owners' Address
 UNDER DK. 4772 Managers Crosby, Son & Co. Ltd. (if not already recorded in Appendix to Register Book).
 NET 3156 Port belonging to West Hartlepool.

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

S.E.—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. 91467 Port Kobe

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 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 See below.

CHARACTER.
 * for Special Survey.
 Date of last Survey and of Periodical Surveys.
 Year Assigned not expired.
 Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 11.33
*LMC 6.31
BS 6.34
TS(CL) 11.34
33
 compl.No.1-31.
 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 CONDITION SURVEY, PART S.S.No.2 & REPAIR OF DAMAGE stated to have been caused by (A) grounding at Simirara Island, P.I., on the 30th June, 1935, whilst on a voyage TAWAO, Berneer to Osaka, (B) by Jettisoning deck cargo, and by using vessel's machinery and equipment while endeavouring to refloat her between the 30th June and 4th July, 1935, (C) by an overload on the No.4 hold derricks, on the 18th June, 1935, at TAWAO, whilst loading lumber.
"A" DAMAGE REPAIRS:- Shell plates numbered from aft.

Keel strike.

No.1 plate removed, faired and refitted.

No.19 plate faired in place.

On Port Side.

A Strike:- Nos.3, 9 & 17 plates faired in place. P.T.O.

SUMMARY OF DAMAGE REPAIRS	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	DK. Plates.	Other Items:-
Renewed	12	1 part	--	1 part	--	--	--	As per Report.
Removed and Faired or Repaired	12	12 part	--	2 part	--	--	--	
Faired or Repaired in place	44	23	4	7	--	--	--	

PRESENT CONDITION OF THE

Keels	Good	State if Tanks have been examined inside	Yes	Dbing. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	--
Plating of Decks	"	State if Tanks now tested	Yes	Engine Room Skylights	"	(State if on Felt).	--
Timberings	"	Bulkheads	Part Exd. Good	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	Year
Rails & Fastenings	--	Ceiling	"	Scuppers	"	Boats	Good
Side Plating	Good	Cement on Deck	"	Cargo Hatchways	"	Masts, Yards, &c.	As/Rept. Good
Fastenings	"	(State which.)	"	Hatches	"	Condition, how ascertained	From aloft.
Transoms	"	Rudder	"	Planking of Wood Vessels	--	(State if wedges removed)	--
Frames	As/Rept. Good.	Steering gear and its connections	"	Caulking	ditto	Sails	--
Vertical Frames	" " Good.	Windlass	"	Treenails	ditto	Equipment letter	Z
Longitudinals	--	Have Pumps now been examined and found efficient?	No.	Breasthooks & Stems	ditto	Anchors, No. of	3B. 1S.
Transverses	--	Have Sluice Valves now been examined and found efficient?	--	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	No
Decks	Good	Have Watertight Doors now been examined and found efficient?	No	Timbers of Frames at openings	ditto	" length (on board)	Stated complete.
Chains	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto Ditto at other places	ditto	" Rule length	size
Rings	--			Stringers, Clamps & Shells	ditto	Hawser & Warps	Good
Inner Bottom Plating	Good			Salting (State if examined)	ditto	Standing and Running Rigging	"

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 condition and eligible, in our opinion, to be continued as classed with fresh record of survey 8,35 and the notation S.S.No.2 with date - being deferred until completion of the survey.

Survey Fee (per Section 29)

Special Damage or Repair Fee (if any) (per Sec. 29)

Travelling Expenses (if chargeable) (including Machinery).

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

TUE. 1 OCT 1935

Fee applied for,

Received by me,

Aug 5th 1935Sept 2nd

C. Macpherson &

Surveyor to Lloyd's Register of Shipping.

FRI. 7 FEB 1936

FRI. 6 MAR 1936

© 2020

Lloyd's Register Foundation

W494-0328 1/6

~~Ad.~~

1 reverse frame - faired in place.

Lloyd's Register
Foundation

Tunnel Recesses.Starboard Side.

2' frames - faired in place.

Port Bilge Keel.

1 length - removed, faired and refitted.

1 length shell angle - removed, faired and refitted.

4 lengths - faired in place.

Starboard Bilge Keel.

4 lengths - removed, faired and refitted.

2 lengths - faired in place.

Iron Frame:-

Lower scarp - reriveted. Wood stream lining on rudder post lost now renewed.

Rudder:-

Rivets in three lower arms - all slack rivets renewed.

Clearance between gudgeons and arms reduced to about 1/16" - rudder lifted and adjusted.

All pintle bushes - renewed.

Bottom pintle brass sleeve - renewed.

Steering rod guides and quadrants examined and adjusted as necessary.

5 strum boxes in tank and bilges - renewed.

1 lead bilge suction pipe to No.1 hold, port and starboard side in No.2 hold - renewed.

1 iron bilge suction pipe to No.1 hold, port and starboard sides in cross bunker - renewed.

1 lead bilge suction pipe to dry tank in engine room - repaired.

1 lead suction pipe to engine room tank on port side renewed.

1 iron suction pipe in No.4 tank starboard wing - renewed.

1 lead bilge suction pipe to No.5 hold in tunnel - renewed.

All air and sounding pipes examined and renewed or repaired as follows:-

Air pipe - Fore peak tank - 18'-0" renewed.

Air pipe - No.1 double bottom tank on port side - 15'-0" renewed.

Air pipe - No.1 double bottom tank on starboard side - 33'-0" renewed.

Air pipe - No.2 double bottom tank on port side - 37'-0" renewed.

Air pipe - No.2 double bottom tank on starboard side - 37'-0" renewed.

Air pipe - No.3 double bottom tank on port side fore - 27'-0" renewed.

Air pipe - No.3 double bottom tank on starboard side fore - 24'-0" renewed.

Air pipe - No.3 double bottom tank on port side aft - 12'-0" renewed.

Air pipe - No.3 double bottom tank on starboard side aft - 27'-0" renewed.

Air pipe - Dry tank on port side - 39'-0" renewed.

Air pipe - Dry tank on starboard side - 37'-0" renewed.

Sounding pipe - Dry tank - 11'-0" renewed.

Two air pipes - No.4 double bottom tank - repaired.

Fore and after peak tanks and all double bottom tanks tested on completion of repairs.

Shell repairs hose tested.

All removals for access to repairs replaced in good order. (continued).

All broken or disturbed cement renewed.

All new and disturbed work recoated on completion of work.

PAGE "B" REPAIRS:-

1:-

Abreast No.1 Hatch:-

Bulwark top angle (P & S) faired in place.

No.1 tarpaulin - renewed.

Abreast No.2 Hatch:-

Starboard side fore end of bridge.

1 hand rail stanchion - renewed.

1 rail - renewed.

2 rails - removed, faired and refitted.

No.2 starboard (portable) gangway rail - repaired.

Winch exhaust pipe - repaired.

Port, Handrails abaft fore rigging.

2 stanchions - removed, faired and refitted.

1 rail - renewed or repaired.

Fore end of bridge (handrails).

1 stanchion - removed, faired and refitted.

No.2 derrick span (from topping lift) stranded (Master states this was renewed before commencing discharging cargo at Osaka.)

No.2 tarpaulin - renewed.

Abreast No.3 Hatch:-

Starboard hand rail - faired in place or removed, faired and refitted; in one place.

Port handrail - faired in place or removed, faired and refitted in three places.

No.3 tarpaulin - renewed.

Boat Deck:-

Port side, after end, handrails.

2 stanchions - removed, faired and refitted.

4 rails - removed, faired and refitted.

Aft end of Accommodation.

P & S 2 rails - removed, faired and refitted each side.

Abreast No.4 hatch.

Fore end of after bridge deck.

Starboard side.

1 stanchion - renewed.

1 rail - renewed.

2 rails removed, faired and refitted.

Port side.

1 stanchion - removed, faired and refitted.

3 rails - faired in place or removed, faired and refitted.

Port side (abreast rigging).

1 rail - faired in place.

No.4 hatch tarpaulin - renewed. (continued).

W494-0328 4/6



© 2020

Lloyd's Register
Foundation

After well deck ladder-renewed.

Cargo light distribution box on forward bulkhead of forward well deck carried away, now renewed and wiring repaired.

Electric cable on forward well deck - renewed as necessary.

Port anchor examined.

WORKING NOW DONE:-

Vessel placed in dry dock, bottom, stern frame and rudder cleaned, examined and now placed in good condition and recoated.

Decks, hatchways, hatches and supports, vents and coamings, holds and tween decks and equipment generally examined and found in efficient condition.

Plating in way of ash shoots examined and found in good condition.

RE SPECIAL SURVEY No.2:-

Fore and after peak tanks, all double bottom tanks including dry tank under bilges cleaned and examined internally, and placed in good condition in way of damage, and afterwards tested as per rule requirements, found tight and satisfactory.

Ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, rudder, steering engine, rod, chains, sheaves and hand gear, mainmast with spars and rigging now placed in good condition.

Bilge and tank top ceiling lifted all fore and aft, no scaling or coating done at this time.

RE:- As the Special Survey No.2 becomes due in 3.36 it was suggested to the Owners' Representative, that advantage be taken of the present docking for damage repairs, to carry out part of the Special Survey at this time. Instructions were received by the Captain to confine the survey only to parts of affected or liable to have been affected by the damage.

Complete the Special Survey No.2:-

All the rule requirements with exception of the foregoing require to be carried out, also the following recommendations for repairs.

All tank top and bilges in holds and bunkers to be scaled and coated.

All lower portion of holds and bunkers to be scaled and coated as necessary.

No.1 & 2 double bottom tank ends to be scaled and coated.

Dry tank, engine room tank and after peak tank to be scaled and coated as necessary.

REPAIRS DUE TO WEAR AND TEAR:-

In No.1 hold - 1 tank top bracket on after centre line bulkhead renewed.

In No.2 hold - 4 tank top brackets on forward/centre line bulkheads renewed.

Number of hatch boards renewed.

Ash shoot repaired by electric welding now efficient for present use.

Bottom rudder pintle (corroded) renewed.

18 cast iron rollers for steering rods renewed.

24 roller pins renewed.

4 links in port and starboard steering chains (at steering engine end)-renewed.

3 quadrant roller pins renewed.

The following repairs were carried out on account of ice damage sustained on November 1st, 1933, whilst on a voyage Barry to Kherson and on December, 8th and 9th, whilst on a voyage Kherson to Theodosia, damage report not required.

DONE:- On Starboard Side.

No.1 shell plate 2nd below sheer strake - indented - removed, faired & refitted.

W494-0328 5/6

Kobe.

Continuation of Report No. 9209 dated 20th August, 1935 on the "FORTHBRIDGE"

No. 2 shell plate 2nd below sheerstrake - slightly indented - faired in place.

No. 3 shell plate 2nd below sheerstrake - slightly indented - faired in place.

On Port Side.

No. 1 shell plate 2nd below sheerstrake - indented - removed, faired and refitted.

No. 2 shell plate 2nd below sheerstrake - slightly indented - faired in place.

On completion of repairs, repairs hose tested and found tight and satisfactory.
 The following repairs were carried out on account of damage caused by overloading
 4 hold derricks on the 18th June, 1935 at Tawao. Copy of Damage report attached
 etc.

DONE:-

Mainmast removed, 2 buckled plates renewed, one outer doubling removed, faired
 refitted, one inner doubling faired in place.

Starboard after shroud - renewed.

4 tur buckle screws - removed, straightened and refitted.

1 monkey stay between mainmast and funnel - renewed.

Mast ladder - faired.

All mast gear stripped examined and refitted.

J.E.M.