

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14/2/20 When handed in at Local Office 14/2/20 Port of London

No. in Survey held at London Date, First Survey 7th Aug. 1919 Last Survey 17th Jan. 1920

Reg. Book. 22016 on the Wood, Iron or Steel S/S "Northwestern Miller" Muster

TONNAGE:-

GROSS 6504

UNDER DECK 4746

NET 4751

Built at Newcastle

By whom Northumbrian S.S. Co. Ltd.

YEAR.

MONTH.

When 1915 3

Owners

Owners' Address

(if not already recorded in Appendix to Register Book).

Farmers Wilby & Co. W. Hughes

Surveyed Afloat or in Dry Dock? Both Name of Dock Blackwall & Destined Voyage

WB=Cell DBorDBa feet; uE&B feet; f feet; tons. FPT tons; APT tons; MT feet tons.

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. 10164 Port London

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.

+100 A.1. Shells + L.M.C 3-15

dk with freeboard 8-15

Society's Freeboard (if assigned) as painted on Ship and now verified 11 3

(Periodical Surveys, when held, must be reported in detail and serially 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.

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? yes, not required Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damages and Special Survey

Damage No. 1:- Shrieking quay wall at Havre on the 1-8-15, New Done:- Shell plates on port side (counting from aft) in shrike No. 16 renewed and extended, in shrike No. 15 faired in place and in shrike No. 14 faired in place. Shell plates removed faired and refitted J14, K14-15, One upper deck stringer plate renewed on port side. Gunboard side; In 2nd deck, one stringer plate

TYPE OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	64	9	11	13	3	3	2	Stem part renewed
Removed and Faired or Repaired	40	26	48	23	2	1	-	margin brackets
Faired or Repaired in place	17	4	115	17	-	3	4	beam knees &c

CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
good	good	good	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes

CONDITION OF THE	Dblg. Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Scuppers	Cargo Hatchways	Hatches	Planking of Wood Vessels	Caulking	Treenails	Breasthooks & Stemson	Transoms, Pointers, & Crutches	Timbers of Frame at openings	Ditto ditto at other places	Stringers, Clamps & Shells	Siding
good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good

CONDITION OF THE	Copper, or Y.M. of Wood Vessels (State if on Felt.)	When put on, Month	Year	Boats	Masts, Yards, &c.	Condition, how ascertained	(State if wedges removed)	Sails	Equipment letter	Anchors, No. of	Cables (State if now ranged)	length	size	Rule length	Hawser & Warps	Standing & Running Rigging
good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good	good

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel in our opinion is eligible to remain as classed and to have record of survey 1-20 and notation of SS No. 1-20 subject to the cargo port doors being made watertight and a hawser anchor of Rule weight being placed on board.

Survey Fee (per Section 28) £ 157 : 10 : -
 Special Damage or Repair Fee (if any) £ : : -
 Travelling Expenses (if chargeable) £ : : -
 Second Surveyor's Fee (if any) £ : : -

Fees applied for,

25. 2. 19. 20.

Received by me,

19. 3. 19. 20

Harry G. Jarrar

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

NULL CERTIFICATE

WRITTEN

25. 3. 20

FRI. MAR. 5-1920

FRI. APR. 16 1920

FRI. DEC. 3 1920

Lloyd's Register Foundation

008648-008655-0231

London

(2)

Continuation of Report No. 82740 dated 14/2/20.

on the

renewed and 1 faired in place
On port side 3 frames renewed faired and
refitted. 2 frames renewed and 1 faired
in place. On starboard side, 3 frames
removed faired & refitted. 2 upper deck
beam brackets removed faired & refitted
on each side

Damage No. 2:- Stated caused by collision
with sailing ship "Cissie" off the Nab
Light Ship on the 21-10-15 (See South-
ampton Report No. 9368)

Now Done:- Lower portion of stem
bar renewed and upper length re-
moved faired and welded.

On starboard bow (from forward)
Shell plates, Renewed B1; D1; F1
G1.2; H1; J1.2; K1.2

Frames; 2 renewed, 5 removed, faired
and refitted. On side stringer plate
removed faired & refitted

On port bow:- Shell plates; B1; D1
F1; G1.2; H1; J1.2; K1.2 renewed.

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 TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	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 Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Stress.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.			
21961	30	2 3/4	96 1/2	134 3/4	81 1/2	80 0/8	10	5 5/16	Stud	Not stated	18.11.19. Cliff. Pen.
21831	120	2 3/4	96 1/2	134 3/4	319 2/2	320 8/8	40	"	"	"	7.10.19 " "
21926	45	"	"	"	121 2/2	120 0/8	15	"	"	"	7.10.19 " "
20335 A1	75	"	"	"	203 3/2	200 0/8	15	"	"	Bridgman's	24.5.17. 1st. Pen.
Iron Steam Chain or Steel Wire.					226-1-19	220-1-10					

R1 removed faired & refitted

Frames; 5 renewed; 2 removed faired
and refitted and 3 faired in place.

Floors:- 7 removed, faired & refitted

3 breast hooks removed faired & refitted

One side stringer plate renewed; 3 upper
side stringer beams renewed, beam
brackets renewed as required, One

peak tank W, beam removed faired & refitted

5/8 "Northwestern Miller"

and 3 beam brackets renewed, one
peak tank wash plate renewed.

Damage No. 3:- Stated caused by collision
with the S/S "Saxellie" in Haure Roads on the
23-16 (See Southampton Report No. 9430)

This damage is on the port bow and
embraces a portion of the repairs en-
umerated in No. 2 damage.

Damage No. 4:- Stated caused by collision
with the Empress D^h Wall, Southampton
on the 29.5.16. On starboard side
(coming from forward) Shell plates; 6 G;
H; 5-6 J; 6 K removed faired and
refitted; 4 frames in way removed
faired and refitted. 1 deck beam re-
moved faired & refitted

Damage No. 5:- Stated caused by grounding
in the French Coast near Cape Haure on
the 22-2-17 (See Southampton Report
No. 9661)

Shell plates:- Flat plate keel
(shrike) Renewed No. 3.9; Removed faired
and refitted No. 2.8.10.11.14.15; Faired in place:
No. 7.12.13

On starboard side; B shrike; Renewed
No. 3.4.5.9.10.11.14.15; Faired in place No. 2.13

C shrike; Renewed No. 5.8.9.10.11.12.13;

Removed faired & refitted No. 7.

D shrike; Renewed No. 10.11.12.13; Removed
faired and refitted No. 14.

E shrike; Renewed No. 12; Removed faired
and refitted No. 11.

F shrike; Faired in place No. 8.

On port side:- B shrike;
Renewed No. 3.4.14; Removed faired
and refitted No. 2.5.9.10.15; Faired in
place No. 13.

C shrike:- Renewed No. 4.5.7.8.9.12.13
Removed faired & refitted; No. 3.6

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(3)

Continuation of Report No. 82745 dated

14/2/20.

on the

S/S "Northwestern Miller"

stroke:- Renewed N^o. 6.11.12.13; Removed fairied & refitted N^o. 8.9.10;

stroke:- Renewed N^o. 7.10.14; Removed fairied & refitted N^o. 9.11.12.13; Fairied in place, N^o. 8.

Deck Frames:- ^{on starboard side} Renewed 3; Removed fairied & refitted 22; Fairied in place 61.

On port side:- Renewed 8; Removed fairied & refitted 26; Fairied in place 54.

Deck Floor Plates:- On starboard side; Renewed 1; Removed fairied & refitted 4; Fairied in place 11.

On port side:- Renewed 12; Removed fairied & refitted 12; Fairied in place 6.

Deck Girders:- 2 renewed on starboard side and 5 on port side
A number of partial floors renewed fairied & refitted

Bilge keel hull on each side renewed and repaired as required.

Shelter Deck:- One deck plate each side of N^o. 3 hatchway renewed and one stringer plate each side of this hatchway fairied in place. A girder of plates & angles fitted under this deck for about 34 feet each side of N^o. 3 hatchway.

Upper Deck:- In way of N^o. 3 hatchway deck plates fairied in place and a girder of plates & angles fitted under this deck for about 34 ft each side of hatchway. 2 hatch web beams removed fairied & refitted. It was not considered necessary to deal with the deck plating in way of the deck tank.

Damage N^o. 6:- Stated caused by collision with the S/S Pandion on the 15-3-17 when on voyage to Southampton to Havre (see Southampton Report N^o. 9688).

This damage is covered by Damages N^o. 1.2.3.



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Continuation of Report No. 82745 dated 14/1/20.

on the

S/S "Northwestern Miller"

Damage No. 7. Shaked striking back wall at Havre on 13-10-17 (See Southampton Report No 9862)

On port side amidships; One plate in 7 strake paired in place, 1 plate in 9 strake removed paired & refitted, 1 length of bulge keel hull plate removed paired & refitted, 2 frames removed paired and refitted, 3 margin brackets removed paired & refitted

Damage No. 8 Shaked lost cables ~~in fact~~ and a bower anchor (place & date not shaked) Now placed on board ²⁷⁰ ~~195~~ fathoms of chain cable and verified with the certificates of tests (see particulars) The bower anchor shaked to have been lost has not yet been replaced. Whidlers overhauled & cable lifers renewed.

Damage No. 9. Shaked caused by collision with the steamer "Ville de Petite" on the 20.2.18 at Havre (See Southampton Report No. 9956). Shell plates; On starboard side, Renewed 9 G; H 8; T 8; L 7.

Removed paired & refitted 9 K.
Paired in place 7 F; 8 G; 9 H
Frames 4 removed paired & refitted
Margin brackets, 4 removed paired & refitted
Beam brackets, 2 removed paired and refitted, 1 bunker casing plate renewed.
It was not considered necessary to deal with the stringer plates.

On port side:- Shell plates; removed paired and refitted 9 G; 9 H; 7 J
Paired in place 7 G; 9 K. 3 frames removed paired & refitted.

Damage No. 10; Shaked caused by collision with S/S "Guildford Castle" in East India Dock. On starboard quarter 1 bulwark plate paired in place, One length of hull angle rail removed paired & refitted, 1 bulwark stay renewed.

London

(5)

Continuation of Report No. 82745 dated

14/1/20.

on the

S/S "Northwestern Killer"

For Special Survey No. 1:— All ceiling removed from double bottom tank tops, the tank tops cleaned examined and recoated, the tanks examined internally and tested under pressure to height of shelter deck, the holds, tween decks, bunker spaces (ceiling lifted) and engine & boiler space examined, the dry tank under boilers examined, the after & fore peak tanks and deep tank cleaned, examined, recoated and tested, the decks, masts, spars, rigging, casings, steering gear & connections, casings, watertight doors, hatches, pumps, air & sounding pipes examined, the cables ranged, freeboards verified, general equipment examined and the bottom & rudder cleaned examined and recoated

The vessel has been fitted for carrying oil fuel in the No. 1. 2. 4. 5 hold double bottom tanks and the after peak tank, these tanks have tested ^{with} a water pressure to the height of the shelter deck, and all the requirements for carrying of oil fuel complied with as per Circular No. 1545 and approved plan of pipe arrangement.

Sitting tanks have fitted in the lower tween decks on starboard side of engine room and efficiently stayed to side of vessel, decks & casings, they have been tested to a pressure of over 20 feet & found tight, these tanks have been built in accordance with the approved plan.



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(6)

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Continuation of Report No. 82745 dated

14/2/20.

on the

5/5 "Northwestern Miller"

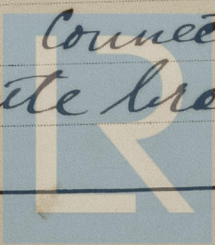
Messrs. Alherghious & Co.:- The tonnage opening aft has been plated over & made watertight. The wash port doors in that space have been blanked off with riveted plates, the tween deck scuppers have been blanked off on ship's sides and decks with riveted plates, a sufficient number of scuppers have been fitted from the tween decks leading to the bilges.

Six cargo port doors have been fitted in the lower tween decks on the starboard side only, as per approved plan, and tested by hose pressure and found tight.

The cargo port doors already fitted in the upper tween decks, have been removed, repaired & refitted and tested by hose pressure with the following results:- On port side No. 1 door, slight weeping in many places No. 2 door, leaking slightly in jointings On starboard side:- No. 1 door, leaking chiefly in rubber jointing No. 2 door leaking. The lower hinge badly fitted & crinkled.

Considerable attention was given to the testing of these doors, and as the vessel was about to sail no opportunity was given of ascertaining that doors were made good and watertight. It is recommended that the doors be made good and retested at the first opportunity.

A number of stiffening angles connecting the tank tops to margin plate brackets



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(7)

Continuation of Report No. 82745 dated 14/2/20. on the

s/s "Northwestern Miller"

have been fitted in the N^o 1, 2 & 3
holds and in the deep tank.

W. G. Miller



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