Report Nº 48353

NEWCASTLE-ON-TYNE.

15th February 1905 .

A.R.SNEDDON

Messrs The Northumberland Shipbuilding Co Lim, survey the S.S.
"NETHERTON", recently built by them, while in Messrs Stephenson's
Dry Dock, HEBBURN-on-TYNE, on the 2nd February 1905 and subsequent
dates, for the purpose of ascertaining the extent of the damage
stated to have been sustained by vessel colliding with the quay
wall while entering the Tyne Dock, South Shields on the 30th
January 1905; also when lying in the Tyne Dock being struck by the
s/s "Nador"; also when being taken out of Messrs Stephenson's
Dry Dock on the 5th February, colliding with the Dock wall.

Upon examination found:- Damage due to colliding with the
quay wall while entering Tyne Dock:- Two shell plates on Port
side forward indented (F3 and G4); the caulking of one seam of
shell plating on port side above the upper turn of bilge started,
also the caulking of a number of shell plating overlaps started;
The paint scrubbed off in several places.

Damage due to being struck by the s/s "Nador":- One counter
plate indented; one stern cant frame buckled; one stern cant beam
buckled and beam knee plate buckled; one 96 fathom length of 3¼"
galvanized steel wire broken; the patent log standard on top of
poop rail broken and one length of poop rail bent.
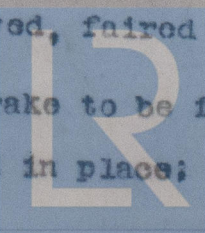
W536-0057/3

s/s "NETHERTON". No 2.

Damage due to colliding with the dock wall when being taken out of Messrs Stephenson's dry dock:- Two shell plates on port side forward indented (G4, H4); the upper edge of one shell plate on F strake slightly indented; three bulb angle frame bars buckled; one side stringer plate and side stringer angle bar buckled; one 90 fathom length of 7" manilla rope broken, and the paint on ship's side scrubbed off in places.

RECOMMENDED:- Damage due to colliding with the quay wall while entering Tyne Dock:- The two indented shell plates on port side forward (F3 and G4) to be removed faired and replaced; to allow the G 4 shell plate being removed (this being an inside plate) another outside shell plate to be removed (F4); the caulking of the seam of shell plating on port side above the upper turn of the bilge to be overhauled and recaulked where found necessary; the caulking of a number of shell plating overlaps to be overhauled and made staisfactory; the shell plating to be coated with paint where found necessary.

Damage due to being struck by the s/s "Nador":- One counter plate to be renewed; one stern cant frame to be faired in place; one stern cant beam to be faired in place; one stern cant beam knee plate to be removed faired and replaced; one new 90 fathom length of the 3½" galvanized steel wire rope to be supplied; a new patent log standard to be supplied and fitted and one length of poop rail to be faired in place.

Damage due to vessel colliding with the dock wall when being taken out of Messrs Stephenson's Dry Dock:- Two shell plates on port side forward (G4, H4) to be removed, faired and replaced; the upper edge of one shell plate on F strake to be faired in pl-ace; bulb angle frame bars to be faired in place; one side stringer

W536-0057 2/3

s/s "NETHERTON". No 3.

plate and side stringer angle bar to be faired in place; one new
90 fathom length of 7" manilla rope to be supplied, and the ship's
side to be recoated where found necessary. All new and disturbed
work to be cleaned and coated with paint; the cement which was
cut out to allow of the shell plates being removed to be renewed;
all ceiling and sparring which was removed to allow of the repair
being carried out to be replaced.

The above recommendations were made so as to place the vessel
in the same good condition as she was in before the damage was
sustained.

Fee £ 3. 3. 0.

Less   6. 0.

£ 2. 17. 0.   Surveyor to Lloyd's Register of Shipping.

as per F.E. Report.