

Spar, or Awning Dk.

IRON OR STEEL STEAMER.

No. 48353.

State if Report is also sent on the Machinery of the Vessel *Yes.*

Port of *Newcastle* Date of completion of Report *17 February 1905* Received at London Office *SAT. 18 FEB 1905*

Survey held at *Newcastle* Date, First Survey *18 July 1904* Last Survey *8 February 1895*

On the *Steel Screw Steamer "NETHERTON"* Rig *Schooner*

TONNAGE under
Tonnage Deck... *4185.03*
Do. between Tonnage Dk.
and 3rd. Ath. Spar or
Awning Dk.

Net under Upper Dk.
of Poop
of Bridge House
of Forecasts
of Houses on Deck
of excess of Hatchways
above Crown of
Engine Room...
Gross Tonnage *4225.72*
less Crew Space *81.13*
less above Crown of
Engine Room...
Net Tonnage *4144.59*
Net Engine Room *1352.23*
Net Navigation Spaces *36.47*

Register Tonnage
as cut on Beam... *2755.89*

SPAR, ~~TUNING OR PART AWNING~~ DECKED VESSEL,
on a Vessel having a continuous Shade Deck.

CLASS + *10 A. 1 Spar Dk*

Half Breadth (moulded) *23.83*
Depth from upper part of keel to top of Main Deck Beams *23.88*
Girth of Half Midship Frame (as per Rule) *43.28*
1st Number *90.99*
Length *358.16*
2nd Number *32600*
Proportions—Breadths to Length *7.5*
Depths to Length—Main Deck to top of Keel *14.9*

Master *J. Simpson*
Year of Appointment *1905*

Built at *Aberton-on-Tyne*
When built *1915* Launched *8 Decr. 1904*
By whom built *Northumberland S. Co. Ltd.*
Owners *The Netherthorpe Shipping Co. Ltd.*
Managers *John Gredley & Co.*
Residence *Glasgow*
Port belonging to *Glasgow*

If Surveyed while Building, Afloat, or in Dry Dock *Special*

LENGTH on Deck Feet. Inches. *358 2* BREADTH Feet. Inches. *47 8* DEPTH, top of Floors to Spar on Awning Dk. Beams Feet. Inches. *23 2 1/2* Power of Engines *20* Horse. *2 1/2* No. of Decks with flat laid *Two* No. of Tiers of Beams *Two*

Dimensions of Ship per Register, Length *360.3* breadth *48.0* depth *28.05* Spar on Awning Dk. Moulded depth, ft. *22* ins. *0 1/2* To Main Dk. Round up of Beam, Main Dk. *12* ins.

FRAMING.				FORGINGS AND CASTINGS.			
Inches in Ship.	Inches in Ship.	20ths per Rule.	Inches in Ship.	Inches in Ship.	Inches in Ship.	20ths per Rule.	Inches in Ship.
FRAME, Angles, or L- or T- Bars, for 1/2 length amidships	<i>9 3/2</i>	<i>11 9</i>	<i>3 1/2</i>	KEEL, Bar or Side Plates, depth and thickness	<i>4 1/2</i>	<i>11 1/2</i>	<i>11 1/2</i>
Do. for 1/2 at each end	<i>3 1/2</i>	<i>3 1/2</i>	<i>8 7 3/2</i>	STEM, moulding and thickness	<i>11 x 2 1/8</i>	<i>11 x 2 1/8</i>	<i>11 x 2 1/8</i>
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>8 7 3/2</i>	STERN-POST for Rudder do. do.	<i>11 x 6 3/4</i>	<i>11 x 6 3/4</i>	<i>11 x 6 3/4</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	<i>24</i>	" for Propeller	<i>9 1/2</i>	<i>9 1/2</i>	<i>9 1/2</i>
REVERSED FRAME, Angles	<i>9</i>	<i>9</i>	<i>9</i>	MAIN PIECE of Rudder, diameter at head	<i>9 1/2</i>	<i>9 1/2</i>	<i>9 1/2</i>
DEEP FRAMING, depth of girder	<i>9</i>	<i>9</i>	<i>9</i>	do. at heel	<i>9 1/2</i>	<i>9 1/2</i>	<i>9 1/2</i>
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	<i>44</i>	<i>10 8 44</i>	<i>10 8</i>	RUDDER, how constructed	<i>Single Rudder - Top Gun</i>	<i>Yes</i>	<i>Yes</i>
" in way of Engines and Boilers	<i>4 1/2</i>	<i>4 1/2</i>	<i>9 8 4 1/2</i>	Can the Rudder be unshipped afloat	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
thickness at the ends of vessel	<i>3 1/2</i>	<i>3 1/2</i>	<i>8 3 1/2</i>	KEELSONS AND STRINGERS.			
depth at 1/2 the half-bdth. as per Rule	<i>33</i>	<i>9 33</i>	<i>9</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
height extended at the Bilges	<i>4</i>	<i>4</i>	<i>9 4</i>	" Rider Plate			
FLOORS & BRACKETS, in Cell Dble Bottoms	<i>72</i>	<i>10 8 72</i>	<i>10 8</i>	" Bulb Plate to Intercoastal Keelson			
CENTRE GIRDER, in Double bottom, depth and thickness	<i>8 3 1/2</i>	<i>10 8 3 1/2</i>	<i>10</i>	" Horizontal Plates on Floors			
" Angles, Top	<i>4 1/2</i>	<i>4 1/2</i>	<i>9 8 4 1/2</i>	" Angles			
" Bottom	<i>3 1/2</i>	<i>3 1/2</i>	<i>8 3 1/2</i>	" SIDE KEELSON, Angles			
SIDE GIRDERS, number and thickness	<i>33</i>	<i>9 33</i>	<i>9</i>	" Bulb or Plate above floors, for length			
" Angles	<i>4</i>	<i>4</i>	<i>9 4</i>	" Intercoastal Plate, for length			
MARGIN PLATE, depth (exclusive of flange)	<i>72</i>	<i>10 8 72</i>	<i>10 8</i>	" Attached to outside plating with Angle			
Angles	<i>4</i>	<i>4</i>	<i>9 4</i>	" BILGE KEELSON, Angles			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>20 10 14</i>	<i>10 14 3</i>	<i>3</i>	" Bulb or Plate above floors, for length			
" thickness in Engine and Boiler space	<i>8 3 1/2</i>	<i>10 8 3 1/2</i>	<i>10</i>	" Intercoastal Plate, for length			
Remainder in Holds	<i>24</i>	<i>24</i>	<i>24</i>	" Attached to outside plating with Angle			
BEAMS, Spar on Awning Deck, Single Angle, Bulb Angle, Plate on Tee Bulb	<i>9 1/2</i>	<i>3 1/2</i>	<i>12 9 1/2</i>	" SIDE STRINGERS Angles			
" Angle on upper edge	<i>24</i>	<i>24</i>	<i>24</i>	" Bulb or Intercoastal Plate, for length			
Average space	<i>9 1/2</i>	<i>3 1/2</i>	<i>12 9 1/2</i>	" Attached to outside plating with Angle			
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate on Tee Bulb	<i>24</i>	<i>24</i>	<i>24</i>	Spar, on Awning Deck Stringer Plates, breadth and thickness	<i>58.43</i>	<i>11.8</i>	<i>58.43</i>
" Angle on upper edge	<i>24</i>	<i>24</i>	<i>24</i>	Angle on ditto	<i>4 1/2</i>	<i>4 1/2</i>	<i>10 4 1/2</i>
Average space	<i>24</i>	<i>24</i>	<i>24</i>	" Tie Plates, fore and aft, outside Hatchways	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>7 3</i>	<i>9 7 3</i>	<i>9</i>	" Diagonal Tie Plates, No. of pairs	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>
" Angles on upper edge	<i>24</i>	<i>24</i>	<i>24</i>	" Deck * Iron or Steel, for full length	<i>7 1/2</i>	<i>7 1/2</i>	<i>7 1/2</i>
Average space	<i>7 3</i>	<i>9 7 3</i>	<i>9</i>	" Wood Deck, Material and thickness	<i>56.43</i>	<i>10.8</i>	<i>56.43</i>
BEAMS, Hold, or Orlop, Plate or Tee Bulb	<i>7 3</i>	<i>9 7 3</i>	<i>9</i>	Main Deck Stringer Plate, breadth & thickness	<i>4.4</i>	<i>9.8</i>	<i>4.4</i>
" Angles on upper edge	<i>24</i>	<i>24</i>	<i>24</i>	" Angles on ditto, No. 2	<i>4.4</i>	<i>9.8</i>	<i>4.4</i>
Average space	<i>24</i>	<i>24</i>	<i>24</i>	" Tie Plates, outside Hatchways	<i>7.6</i>	<i>7.6</i>	<i>7.6</i>
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6 3</i>	<i>8 6 3</i>	<i>8</i>	" Diagonal Tie Plates, No. of pairs	<i>7.6</i>	<i>7.6</i>	<i>7.6</i>
" Angles on upper edge	<i>24</i>	<i>24</i>	<i>24</i>	" Deck * Iron or Steel, for full length	<i>56.43</i>	<i>10.8</i>	<i>56.43</i>
Average space	<i>6 3</i>	<i>8 6 3</i>	<i>8</i>	" Wood Deck, Material and thickness	<i>4.4</i>	<i>9.8</i>	<i>4.4</i>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>7 3</i>	<i>9 7 3</i>	<i>9</i>	Lower Deck Stringer Plate, breadth & thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
" Angles on upper edge	<i>24</i>	<i>24</i>	<i>24</i>	" Angles on ditto, No.	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
Average space	<i>7 3</i>	<i>9 7 3</i>	<i>9</i>	" Tie Plates, outside Hatchways	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>27 1/2</i>	<i>48 27 1/2</i>	<i>48</i>	" Deck, Material and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
" Angles on upper edge	<i>24</i>	<i>24</i>	<i>24</i>	" Poop Deck Stringer Plate, breadth & thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
Average space	<i>27 1/2</i>	<i>48 27 1/2</i>	<i>48</i>	" Angles on ditto	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
PILLARS, In 'tween Deck, size and spacing	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Tie Plates	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
" Hold	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Deck, Material and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
" Quarter 'tween Dks., "	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Bridge Deck Stringer Plate, breadth & thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
" in Hold	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Angles on ditto	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
WEB FRAMES, In Fore Body, No. and spacing	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Tie Plates	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
" breadth & thickness	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Deck, Material and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
" No. of Side Stringers	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Forecastle Deck Stringer Plate, breadth & thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
WEB FRAMES, In E. & B. Space, No. & spacing	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Angles on ditto	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
" breadth & thickness	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Tie Plates	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
" No. of Side Stringers	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Deck, Material and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
" Sin. of Angles or Tee Bars to Web Frames	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Poop Deck Stringer Plate, breadth & thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
BRACKET PLATES to Stringers between Web Frames, depth and thickness	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Angles on ditto	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Tie Plates	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>
	<i>5 1/2</i>	<i>48 5 1/2</i>	<i>48</i>	" Deck, Material and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>7 3 1/2</i>

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

1904-93/04-173/02-20502-86/02-277/02.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

Is the riveted work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Yes*

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*

Do any rivets break into or through the seams or butts of plating? *A few.*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans forwarded herewith the Secretaries Letter by General Corporation with the Rules for the 100A1 Spar Deck Class. The material workmanship are of good quality. The decks & tunnel have been tested by Hoskins & Sons satisfactorily. The timbers assigned by the Committee have been marked on the vessels side & verified.*

This vessel is a sister ship to the same Builders 2012- "Vacuum Helium" Newcastle First Entry Report No. 47376 with reference to the ceiling being fitted over the lumber & under the hatchways only, a letter is forwarded signed by the owners, appearing of frame.

When this vessel was entering Tyne Dock for the purpose of bunkering she is stated to have struck the quay wall; also whilst lying in Tyne Dock she is stated to have been struck by the S. S. "Wain".

The Surveyor should state the Number of Report and Name of any Sister Vessel. *P.T.O.*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *32* ft., R.D. Break *3* ft., Bridge Dk. *92* ft., F'castle *32* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *The Pop & Bridge decks are separate sections.*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *1 Dk (etc) Spar Dk (etc etc etc) & deep framing.*

Official No. *119200*; Signal Letters

How are the surfaces preserved from oxidation? Inside *Painted cement & paint* Outside *Paint.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *Cellular double bottom.*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<i>116</i>	<i>292</i>	Fore peak tank.		
Double bottom, forward,	<i>152</i>	<i>437</i>	After peak tank,		<i>85</i>
Double bottom, under Engines and Boilers,	<i>42</i>	<i>126</i>	Midship deep tank,		
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules *Yes Satisfactory*

Order for Special Survey No. *3587*

Date *8.3.04*

Order for Ordinary Survey No.

Date

No. *121* in builder's yard.

Dates of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought) *1904 July 120, 2627 Aug 4, 931 Sep 29, 112229 Oct 6, 110, 1221*

2nd. On the plating during the process of riveting *2627, 2131 Jan 2, 11, 16, 21, 2324 Dec. 14, 1905 Jan 11, 7, 1908 31*

3rd. When the beams were in and fastened, and before the decks were laid *Feb 23, 11678*

4th. When the ship was complete, and before the plating was finally coated or cemented ...)

5th. After the ship was launched and equipped

Total No. of Visits *42*

The amount of Entry Fee.....£ *5* : : : Fees applied for, *16 FEB 1905*

Special Survey Fee ...£ *128.12.6* Received by me,

Travelling Expenses, if any £ *3.3* : : : £ *138.12.18* Paid 18/105

Less *6* : : : £ *2.11* = Paid 25/105

2.17.0

I am of opinion this Vessel should be Classed *100A1 Spar Dk.*

With, or without Freeboard, as condition of Class *Without.*

Certificate to be sent to *Newcastle-on-Tyne.*

McSweeney

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned *100A1 (Steel), Spar dk*

TUES. 21 FEB 1905

Lloyd's 286.9 + L.M.B. 2.05

also when being taken out of Messrs Stephenson's Dry Dock Helburn-on-Tyne, after having the damage repairs carried out, she is stated to have collided with the dock wall.

The following damage repairs have now been carried out:-
 (Damage due to striking quay wall when entering Tyne Dock.)
 2 shell plates on Port side, forward, (F3 & F4) removed, faired & replaced; one shell plate removed (F4) to allow of inside plate being taken out, replaced & rivetted; the caulking of one seam of shell plating on Port side & also of a number of shell overlaps renewed & made satisfactory.

Damage due to being struck by the S.S. "Kadori":- One counter plate renewed; one stern cut frame & one beam faired in place; one new gofathon length $3\frac{1}{2}$ galvanized steel wire rope placed on board to replace one which was broken, & minor repairs done.

Damage due to vessel colliding with the dock wall when being taken out of Messrs Stephenson's Dry Dock:-
 2 shell plates on Port side, forward, (G4 & H4) removed, faired & replaced; the upper edge of one shell plate on F strake faired in place; 3 frame bars faired in place; one side strainer plate & length of strainer woffe bar faired in place; one new gofathon length of 7" Manilla rope placed on board to replace one which was broken.

Gunwot renewed where found necessary.
 Shell plating recoated where found necessary.

M. R. S. S. S. S. S.