

114532

Jans.

NEWCASTLE GENERAL

Iron Steam-Ship Insurance Association.

DuplicateApril 2nd 1875

Rec 8/4/75

This is to Certify that the undersigned, did Survey
the s.s. "Birling" on 17th and 24th ults.
when lying on Palmer's Slip Sarrow.
for the purpose of ascertaining the damage sustained in consequence of
having been aground in the Bristol
Channel -

On examination I found that
the 1st 2nd and 11th Floor plates aft of
Foremast, on Starboard were broken, also
the 2nd Frame on Starboard Bow -

The Plates on Starboard were also
found to have suffered, and much bulged
inwards between the frames as under:-

1 plate 2nd from Bow, Starboard strake (Starb^d)
1 " 1st ditto 1st above ditto (")
1 " 11th " Starboard strake (")
1 " Forward main Tank, 2nd above ditto (")
1 " About midships (")



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 over
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- 1 plate 2nd strake above Garboard (Port)
 1 " about midships (")
 1 " under Engine room (")

The Stern post slightly out of line to Starboard - A considerable number of rivets loose in plating -

- Engines -

On examination I found about 30 Tubes in the upper part of the Condenser badly pitted and scored thin by the sand and grit which had been forced through them, the valves of the Donkey Engine unfit for use -

I recommended that the 1st 2nd and 11th Floor plates be repaired by inserting in each a piece of plate about $2'9" \times 4'8\frac{1}{2}" \times \frac{3}{8}$ with angle iron about $4'9" \times 2\frac{1}{2}" \times \frac{3}{8}$ -

That the 2nd Frame on Starboard bow have scarf piece attached $5'0" \times 4' \times 3\frac{1}{2}" \times \frac{3}{8}$

That the undermentioned plates be taken out and replaced by new ones:-

over

- 1, 2nd from Bow Garb^d strake (Starb^d) $4'6" \times 2'0" \times \frac{3}{16}$
 1, 4th " " " (") $10'3" \times 2'3" \times \frac{3}{8}$
 1, about midships ditto (") $11'0" \times 2'6" \times \frac{3}{8}$
 1, 2nd from Garboard (Port) $10'9" \times 3'0" \times \frac{3}{8}$

That the following plates be straightened:-

- 1, 1st plate from Bow, 1st above Garboard (Starb^d)
 1, 2nd " above Garboard forward of main tank (")
 also a new Butt strap for above $3'6" \times 2'0" \times \frac{3}{8}$
 1, about midships, Garboard strake (Port)
 1, under Engine room (")

That a patch $3'6" \times 9" \times \frac{3}{8}$, be put on bilge strake amidships, and the Stern Post be heated and set over to its place -

That 30 of the Brass tubes in upper part of Condenser be renewed, also the two Donkey valves, and all the loose rivets securing plates to frames be replaced by new ones -

The Circulating pump has not suffered in any way whatever and is in good condition -

The greater part of the hull of the vessel also requires to be repainted

Marshall Stonehouse

Surveyor to the above
 Lloyd's Register
 Association

Dated, April 2nd 1875

Survey
OF
Damage.
J. J.
"Birling"

NEWCASTLE GENERAL IRON STEAM-SHIP INSURANCE
ASSOCIATION.



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