

3248

25/10

## REPORT of SURVEY for REPAIRS.

No. 180 Survey held at London Date 6<sup>th</sup> May to 9<sup>th</sup> July 1863  
 on the Iron Screw "Gibraltar" Master Archer  
 Tonnage 985 Built at London When built 1854  
 By whom built \_\_\_\_\_ Owners Spain & Portugal  
 Port belonging to London Destined Voyage Gibraltar & Cadiz  
 If Surveyed Afloat or in Dry Dock Petchers Dry Dock and London Dock

Last Survey, No. 2675Port IronClassed CA1

REPAIRS

Cont<sup>d</sup> 1/60 - 3<sup>4</sup>/<sub>50</sub> 1-62

Now done

The plating scraped and cleaned from keel to gunwale outside, the Engine Room entirely scraped and cleansed and other parts where necessary. Boilers taken out and replaced with new the Engine taken to pieces, three plates in the Engine Room renewed and eight doubling plates fitted between the frames, to make efficient several partially fitted plates, several lining pieces and all defective rivets renewed, the frame in the Engine Room strengthened by the introduction of twenty reversed angle irons on each side about eight ft long from the Hold Beams down and three on each side running down to the floors New Hold Beam

D. J. Over

Present Condition of the

Decks	<u>Good where seen</u>	Rivets <u>Good where seen</u>	Windlass and Capstan <u>Good &amp; Suff.</u>
Waterways	"	Treenails <u>Good where seen</u>	Pumps "
Comings	"	Breasthooks and Stenson "	Boats <u>I</u>
Upper Deck Beams & Fastenings	"	Transoms, Pointers, and Crutches "	Masts, Yards, &c. "
Lower Deck Beams & Fastenings	"	Timbers of the Frames at the openings "	Sails <u>DS</u>
Planksheers	"	<del>Ditto</del> Ditto at other places "	Anchors No. of <u>SB, 1S, 2K</u>
Sheerstrakes	"	Keelsons "	Cables <u>270 fathoms</u>
Topsides	"	Clamps and Shelves "	Hawsers and Warps "
Wales	"	Ceiling "	Standing & Running Rigging "
Plating (Bottom) and Counter	"	Rudder "	
		Copper <u>✓</u> When put on <u>✓</u>	

General Observations and Opinion,

Caulking of Bottom, Deck, & Waterways. Good where seen

This vessel is in good and efficient condition eligible in my opinion to remain as classed A1

The Amount of Fee.....£ 2 : : is received by me,

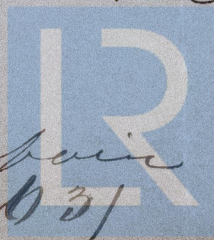
Special..... 2 : 2 : 0

Certificate (if required) : :

Committee's Minute

14<sup>th</sup> August 1863

Character assigned

Class CA1received repair  
J. T. S. B. 31E. Wainwright  
Reared.

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IRON436-0392



3248 Iron

fitted against the Main Mast, the following Keelsons and Stringers have now been fitted in the Engine Room on each side viz a double Angle Iron  $4 \times 3 \times \frac{5}{8}$  - 40 ft long immediately under the Hold Beams, a stringer  $9 \times \frac{1}{2}$  - 40 ft long about 3 ft below the Hold Beams, two Bidge Keelsons of double Angle Iron  $4 \times 3 \times \frac{5}{8}$  40 and 33 ft long respectively and a Sister Keelson of double Angle Iron  $4 \times 3 \times \frac{5}{8}$  - 33 ft long. A new Deck house fitted 40 ft long 12 ft 6 in wide. Lower Deck new  $3 \frac{1}{2}$  thick Upper Deck renewed in way of Engine Room and Deck house. Rail and Bulwarks new all fore and aft. Twenty stanchions renewed, chain plates new, Windlafs stripped and examined found good Linings and Whelps new, chains ranged and examined <sup>found</sup> sufficient the Bottom cemented with Portland Cement

Edmund Bouchman

Peard

M<sup>r</sup>. Hall the representative of the Owners was informed by me that the vessel was eligible for recasting, but in reply stated that it was not the intention of the Owners to do so at present

Edmund Bouchman

Peard



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