

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

MONDAY, 1 FEB 1886

No. in Reg. Book. 282 on the Ship "Gibroy".
Survey held at London Date, First Survey 23rd Dec^r/85 Last Survey 22nd Jan^y 1886
By whom J. Elder & Co^s Master J. S. Manson.
When 1875
Port belonging to Dundee.
TONNAGE:— NET 1678 GROSS 1768 UNDER DK. 1582
Built at Glasgow. Owners' Address Gibroy, Sons & Co^s
If Surveyed Afloat or in Dry Dock Afloat Name of Dock East India Docks. Destined Voyage Calcutta

Length of Poop ft.: of Forecastle ft.: of Raised Qr. Deck ft.: Moulded Depth ft. ins.
(if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 30236 Port Liv
Classed S. S. Dun. No 2-83
Character in Register Book 100A.1
(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 should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)
in salt water 5 ft. 8 ins.
in fresh water 4 ft. 7 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE

Two bower anchors and 105 fathoms of chain cable stated to have been lost in Dec^r/85. One bower anchor and 90 1/2 fathoms of chain cable stated to have been since supplied at Deal; certificates of test-particulars as follows have been produced for the same. Weight of anchor ex. stock 38-1-8 - proof strain 34-14. Andrew. S. Jack Sup^{dt} Chester 29 Nov/80. 30 fathoms of 2 inch stud link chain cable - breaking strain 100 16/20 tons - tensile strain 72 tons - Andrew. S. Jack Sup^{dt} Chester 25 Nov/80 - No of certificate 2842. 45 1/2 fathoms, size, strains, Sup^{dt} & place where tested the same as the preceding - date 4 Dec/80 - No certificate 2854. 15 fathoms, size, strains, Sup^{dt} & place where tested the same as the foregoing - 30 Nov/80 - No certificate 2853.

One bower anchor and 15 fathoms of chain cable now supplied - weight of anchor ex. stock 36-2-7 - proof strain 33-10-1-7. E. R. Isitt Sup^{dt}. Tipton 5th Dec^r/83. Size of the 15 fms. 2 inch stud link - breaking strain 100 16/20 tons - tensile strain 72 tons - J. Hartness Sup^{dt} Sunderland 27 Apr/74 - No of

PRESENT CONDITION OF THE					
Decks	good	Planks (Bottom) & Counter	good	Ceiling	good
Waterways	Do	Transoms or Rivets	Do	Rudder	Do
Comings	Do	Breasthooks & Stemson	Do	Windlass & Capstan	Do
Up'r Dk. Beams & Fastenings	Do	Transoms, Poistons, & Crutches	Do	Pumps	Do
Low'r Dk. Beams & Fastenings	Do	Timbers of Frame at the openings	Do	Cement (if Iron Ship)	Do
Planksheers	Do	Ditto ditto at other places	Do	Caulking of Bottom, D'k, & Watrways	Do
Sheerstrakes	Do	Keelsons	Do	Copper, or V.M.	Do
Topsides	Do	Clamps & Struts	Do	(State if on Felt)	Do
Wales	Do			When put on	Do
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.		Scuppers	good
				Cargo & Main Hatchways	good
				Hatches	Do

General Observations, Opinion as to Class, &c.:

This vessel is in good and efficient condition, and eligible in my opinion to remain as classed. The freeboard assigned by the Committee however requires to be verified.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :
Office Fee (if chargeable) per Scale II., Sec. 27. £ : :
Survey Fee (per Section 28) £ 1 : 0
Special Damage Fee (if any) (per Sec. 28) £ : :
Certificate (if required) to be sent as per margin £ : :
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
not to be pressed
received by me, 188

Committee's Minute

Character assigned 100A.1

TUESDAY 2 FEB 1886

J. H. Truscott
Surveyor to Lloyd's Register of British & Foreign Shipping.

Lloyd's Register
Foundation

LON676-0437

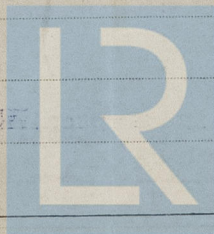
certificate 415.

The remaining bower anchor stated to have been supplied at Deal
two years ago - weight anchor ea. stock ^{cwts. gr. lb.} 36-1-1 - proof strain ^{Tons cwts. gr. lb.} 33-5-3-0
- Andrew S. Jack Sup^t at Chester 14 Aug. /83.

The whole of the chain cables have now been ranged and found
to be complete viz: 270 fathoms.

The freeboard has now been remarked but the vessel started on her voyage
before the same was verified.

J. H. Truscott



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