

REPORT of SURVEY for REPAIRS, &c.

No. 188 Port of London Date of Writing Report 29 August 1888 Date, First Survey 29 August Last Survey 5th Sept^r 1888

No. in Reg. Book. 253 on the Iron Screw Steamer "Gibraltar" (ex Ariadne) Master J. J. Harvey
 TONNAGE:— NET 915 GROSS 1412 Built at Sunderland By whom W. Pile & Co
 Owners J. Hall, Jr. & Co Port belonging to London

Owner's Address (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock Afloat Name of Dock London Docks. Destined Voyage
 Length of Poop ft. of Forecastle ft. of Raised Or. Deck ft. Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 4853 Port London Classed 100A.1
 State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship } in Summer ft. ins. } in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Equipment.

The following now supplied viz: one bower anchor and 135 $\frac{1}{2}$ fathoms of steel link chain cable - particulars as follows - weight of anchor ex. stock 27-3-0 - proof strain 26-18-3-0 - Andrew. S. Jack Sup^{dt} Chester 25th July 1888. size of chain cable supplied 1 $\frac{5}{8}$ inch - breaking strain 66-10 - tensile strain 47-10 - Andrew. S. Jack Sup^{dt} Chester 26th July 1888.
 The weight required by the Rules for the heaviest bower anchor is 27 $\frac{3}{4}$ cwt. ex. stock, which is the weight of the anchor supplied. The size required by the Rules for the chain cable is 1 $\frac{1}{2}$ inch - but 1 $\frac{10}{16}$ inch chain cable was originally supplied to this vessel tested however to an extra strain (see 1st entry report). The chain cable now supplied has not been tested to an extra strain.

ESSENT CONDITION OF THE							
Decks	good	Keel (Bottom) & Counter	good	Ceiling	good	Boats	good
Waterways	do	Transoms or Rivets	do	Rudder	do	Masts, Yards, &c.	do
Stowings	do	Breasthooks & Stemson	not exam ^d	Windlass & Capstan	do	Condition, how ascertained	from deck
Iron Dk. Beams & Fastenings	do	Transoms, Pointers, & Crutches	do	Pumps	do	Sails	good
Wood Dk. Beams & Fastenings	do	Timbers of Frame at the openings	good	Cement (if Iron Ship)	not exam ^d	Anchors No. of	3 B. 1 L. 2 K
Plank sheers	do	Ditto ditto at other places	not exam ^d	Caulking of Bottom, Dk, & Watrways	good	Cables	see remarks
Strakes	do	Keelsons	good	Copper, or V.M.	(State if on Keel)	Hawsers & Warps	good
Stowages	do	Clamps & Skiffs		When put on		Standing & Running Rigging	do
Stowage Room Skylights	do	Coal Bunker, Openings, Lids, &c.	do	Scuppers	good	Cargo & Main Hatchways	good
						Hatches	do

General Observations, Opinion as to Class, Recommendation, &c.:
 Except as regards the 135 fathoms of chain cable supplied as above stated - this vessel is in good and efficient condition. The case as regards the chain cable I beg to submit for the Committee's consideration.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for,
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	0	0	
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:	Received by me,
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

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

Committee's Minute
 Character assigned 100A.1