



Government of Bermuda

Ministry of **Public Works and Environment**

Department of **Public Lands and Building**

Addendum

For

Interior and Exterior Painting, Gibbs Hill Lighthouse

Procurement No.: **0199 - RFP/08/26**

Issued: **Monday August 17, 2026**

Submission Deadline: **Monday, September 21, 2026 03:00:00 PM Bermuda Local Time**

Addendum No, **4 – Issued September 18, 2026**

Addendum Type: Additional Information

The following addendum supersedes information contained in the solicitation document issued for this procurement to the extent referenced. This Addendum forms part of the solicitation documents and will be subject to all of the conditions set out in the contract conditions.

Additional Information

	Gallery Platform Structural Condition Assessment Report including Gallery Lower Bar Condition Schedule by Brunel Engineering Consultants. See addendum 4A – Gallery Condition Assessment Report
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End of Addenda No:4

16th September 2026

Ms. Deanna Edwards
Government Administration Building
30 Parliament Street, 3rd Floor
Hamilton, Bermuda HM 12

Via Email: dmedwards@gov.bm

**Re: Gibbs Hill Lighthouse, Southampton – Gallery Platform
Structural Condition Assessment Report**

Dear Ms. Edwards,

Brunel Ltd. undertook a structural condition assessment of the gallery at Gibbs Hill Lighthouse, Southampton in September 2026. The purpose of the visit was to visually assess the structural condition of the existing platform, associated railings and the gallery section of façade only.

This report documents representative areas of coating deterioration, corrosion, rust staining, visible damage and apparent section loss. We were only able to review elements that were accessible to view during the inspection. The extent of any underlying section loss cannot be reliably quantified from visual inspection alone. There was no allowance for coating removal, opening works, destructive investigations or specialist testing as part of this inspection. It is noted that the condition of main lighthouse structure façade is excluded from the scope of this assessment.

The following notes and observations were made during the inspection:

Platform Railings

1. The gallery consists of a circular perimeter platform surrounding the lighthouse tower, with a metal railing system comprising lower vertical bars, upper vertical bars with an intermediate and top continuous circular top rail.
2. There are approximately 130 lower vertical bars in the gallery which are likely to be cast iron solid bars based on the age of the structure, appearance and diameter (approx. 1¼"). The lower railings are spaced at approximately 5" intervals and were measured as being 51" in height to the intermediate rail.
3. The lower railings appear to be bolted to the underside of the platform structure based on visual assessment of the external view of the lighthouse. The bolts were observed to be covered with multiple layers of coating, which are likely to make removal difficult.
4. Table 1 has been inserted (at the end of this report) to detail the condition of the lower gallery railings based on our visual assessment. The railings were categorized into sections for the purposes of the assessment and referencing of photos. The sections commence from the platform entry door and are numbered sequentially in a counterclockwise direction around the platform, as shown in Photograph 4.

Section 1: Bars 1–20
Section 2: Bars 21–40
Section 3: Bars 41–60
Section 4: Bars 61–80
Section 5: Bars 81–100
Section 6: Bars 101–120
Section 7: Bars 121–130

5. Extensive surface corrosion and rust staining are visible at the platform surface and on the lower railings, which is consistent with the paint/coating deterioration that has exposed the underlying material to the environment.
6. Severe corrosion was observed at the base of the railings and there appears to be section loss visible at the base of the vertical bars including the horizontal section which extends beyond the platform edge.
7. The intermediate top-rail exhibits localized coating deterioration, discoloration and corrosion, mainly concentrated around connections with the lower vertical members. The most notable deterioration was recorded between bars 20 and 21 and 86 to 87; this is marked on the photographs at the end of this report.
8. The upper railings are understood to have been installed in Spring/Summer 2026 to increase the overall height of the railings as an additional safety measure. They are welded to the intermediate top-rail and increase the overall height to approximately 70". The upper railing galvanized bars are spaced at 14" intervals around the perimeter of the intermediate rail.
9. It is assumed that at the time of installation/welding of the upper railings, the top surface of the intermediate rail was prepared to remove any existing corrosion or damage, as noted in Item 7 above. As the intermediate railing and weld location has been painted it was not possible to review the welding detail and confirm its adequacy.
10. It is not clear whether a structural assessment and/or supporting calculations were undertaken prior to the installation of the upper railing section to confirm that the existing lower railings and intermediate top rail were capable of adequately supporting the additional loading imposed by the upper railings. Verification of the structural adequacy of the existing railings, including any associated calculations or structural analysis, was not included within the scope of this condition assessment.

Gallery Platform Façade

11. The cast iron façade exhibits signs of deterioration. The coating is weathered with widespread rust staining, blistering and peeling coating/paint. In some areas corrosion appears to have propagated beneath the coating resulting in delamination of the coating.

A representative sample of the condition assessment photos taken during the inspection are included at the end of this report.

Photographing the underside of the platform section was difficult, a single example is included at the end of this report as Photograph 21.

Recommendation

Based on the findings of this condition assessment, the following recommendations are provided to address the defects and areas of concern identified during the inspection.

In preparing these recommendations it is noted that Gibbs Hill Lighthouse is known to be one of the oldest cast iron lighthouses in the world. It understood to have been brought into commission in 1846. These recommendations assume that the structure may be grade listed therefore improvements account for this potential status.

- a. There are a number of lower vertical bars in poor structural condition due to extensive corrosion, in some cases this is sectional loss and in others there are holes in the vertical member. There are approximately [53] vertical bars identified in Table 1 which may need to be replaced or remediated.
- b. It is recommended that the [53] vertical bars, identified in Table 1 should be replaced on a like-for-like basis matching the existing material, diameter and profile on the assumption that the structure may be grade listed/protected status. It is also noted the number of replacement bars may increase or decrease following coating removal by the contractor and review of the external condition of the bars which was not accessible at the time of the condition survey.
- c. It is recommended in the intervening period that the lower railings do not have any force applied to them, such as someone leaning on them as their adequacy to support loading is currently unknown due to the extensive corrosion damage observed on site.
- d. Based on the visual assessment it would appear that the deterioration to the cast iron façade is superficial. Areas of cracked, loose or delaminated material should be carefully opened up to expose a sound substrate and to determine the extent of corrosion and any associated section loss. It is considered likely that localized repairs may be required in these areas.

The recommendations as set out above are subject to final confirmation following appointment of a contractor (by the client) to repaint Gibb's Hill Lighthouse. Following removal of the existing coating from the gallery railings and facade, identification of extent of section loss and confirmation of grade listing (if applicable) the final recommendations for replacement / remedial work can be confirmed.

If you have any questions or concerns, please feel free to contact our office at 297-6191.

Sincerely,



Michael Kirkos, C.Eng.
for **BRUNEL** Ltd

Table 1 – Gallery Lower Bar Condition Schedule**Legend:****C** – Visible Corrosion: identifiable corrosion and/or associated coating deterioration.**OC** – Orange Coloration/Discoloration: orange surface coloration or staining where the visual assessment was not sufficient to classify it as definitive corrosion.**NSO** – Not Specifically Observed/Recorded: no specific condition was recorded at that particular location during the visual assessment.**R** – Replacement or remedial work to vertical bars due to likely sectional loss/structural condition.

Bar No.	Lower Portion	Upper Portion	Replacement	Bar No.	Lower Portion	Upper Portion	Replacement
1	C	NSO		45	C	OC	
2	C	OC		46	C	NSO	
3	C	OC		47	C	OC	
4	C	C	R	48	NSO	NSO	
5	C	OC		49	OC	NSO	
6	C	C	R	50	NSO	NSO	
7	C	NSO		51	NSO	NSO	
8	C	OC	R	52	NSO	NSO	
9	C	OC		53	NSO	NSO	
10	C	OC		54	OC	OC	
11	C	OC	R	55	NSO	NSO	
12	C	OC	R	56	C	NSO	
13	C	OC	R	57	NSO	NSO	
14	C	OC	R	58	NSO	NSO	
15	C	OC		59	NSO	C	
16	C	NSO		60	C	C	
17	C	C	R	61	NSO	OC	
18	C	C	R	62	NSO	OC	
19	C	C	R	63	OC	OC	
20	C	C		64	OC	OC	
21	C	C	R	65	OC	OC	
22	C	C	R	66	OC	NSO	
23	C	C		67	OC	NSO	
24	C	C	R	68	OC	NSO	
25	C	OC		69	OC	OC	
26	C	C	R	70	OC	OC	
27	C	OC	R	71	C	C	R
28	C	NSO		72	C	OC	R
29	C	OC	R	73	C	NSO	R
30	C	NSO		74	NSO	NSO	
31	C	C	R	75	C	C	R
32	C	C	R	76	NSO	NSO	
33	C	C	R	77	C	NSO	
34	C	NSO	R	78	NSO	OC	
35	C	OC	R	79	NSO	OC	
36	C	C	R	80	OC	OC	
37	OC	NSO		81	OC	OC	
38	OC	NSO		82	C	OC	
39	C	OC	R	83	C	C	R
40	C	NSO		84	C	C	R
41	C	C		85	C	C	R
42	C	OC		86	C	OC	R
43	C	C		87	C	OC	
44	C	C	R	88	OC	C	

Bar No.	Lower Portion	Upper Portion	Replacement
89	C	C	R
90	OC	C	
91	NSO	C	
92	C	OC	
93	OC	C	
94	C	OC	
95	C	C	R
96	OC	OC	
97	OC	OC	
98	OC	OC	R
99	C	OC	
100	C	OC	R
101	C	C	R
102	C	C	R
103	C	C	R
104	C	C	R
105	C	C	
106	C	C	R
107	C	C	
108	C	C	
109	C	C	
110	C	C	
111	C	OC	R
112	C	OC	
113	C	OC	R
114	C	OC	
115	C	OC	R
116	C	NSO	R
117	C	C	R
118	C	OC	R
119	C	OC	R
120	C	OC	
121	C	C	
122	C	NSO	R
123	C	NSO	R
124	C	NSO	R
125	OC	OC	
126	C	C	R
127	C	NSO	
128	C	NSO	
129	C	OC	
130	C	C	R

Photographs



Photograph 1: Southern elevation of gallery platform



Photograph 2: Northern elevation of gallery platform



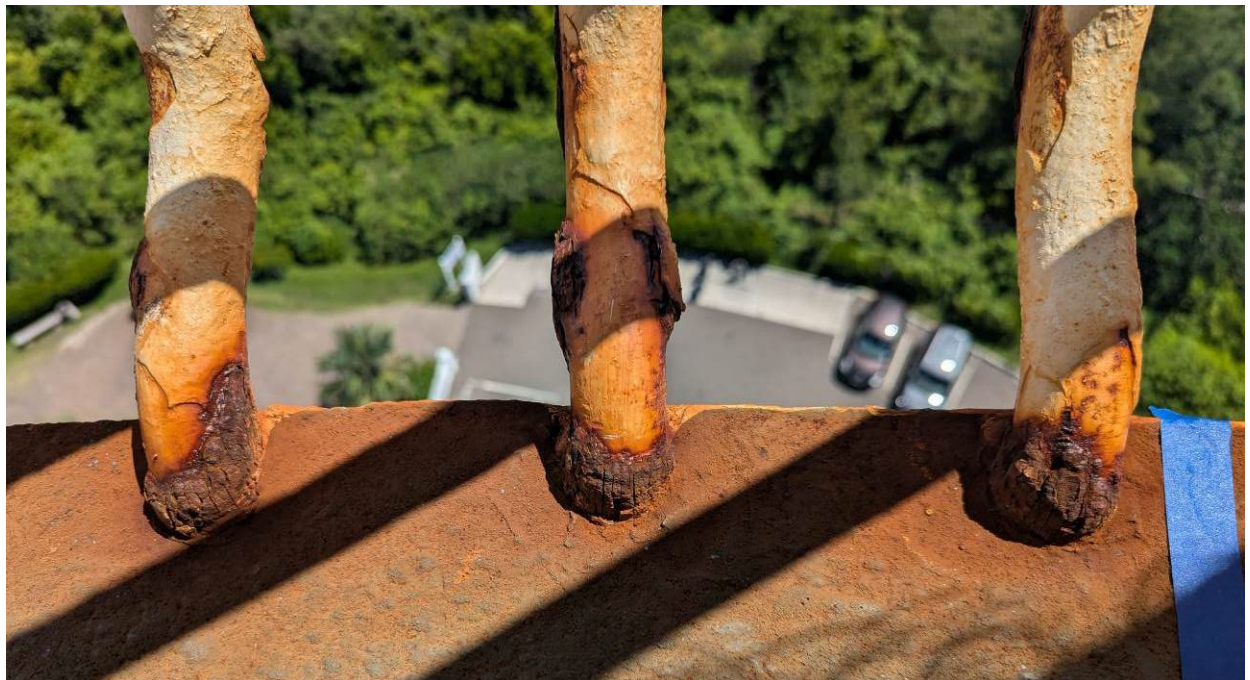
Photograph 3: Eastern elevation of gallery platform



Photograph 4: Lower railings Section 1 (Bars 001 to 020) commencing from platform entry door



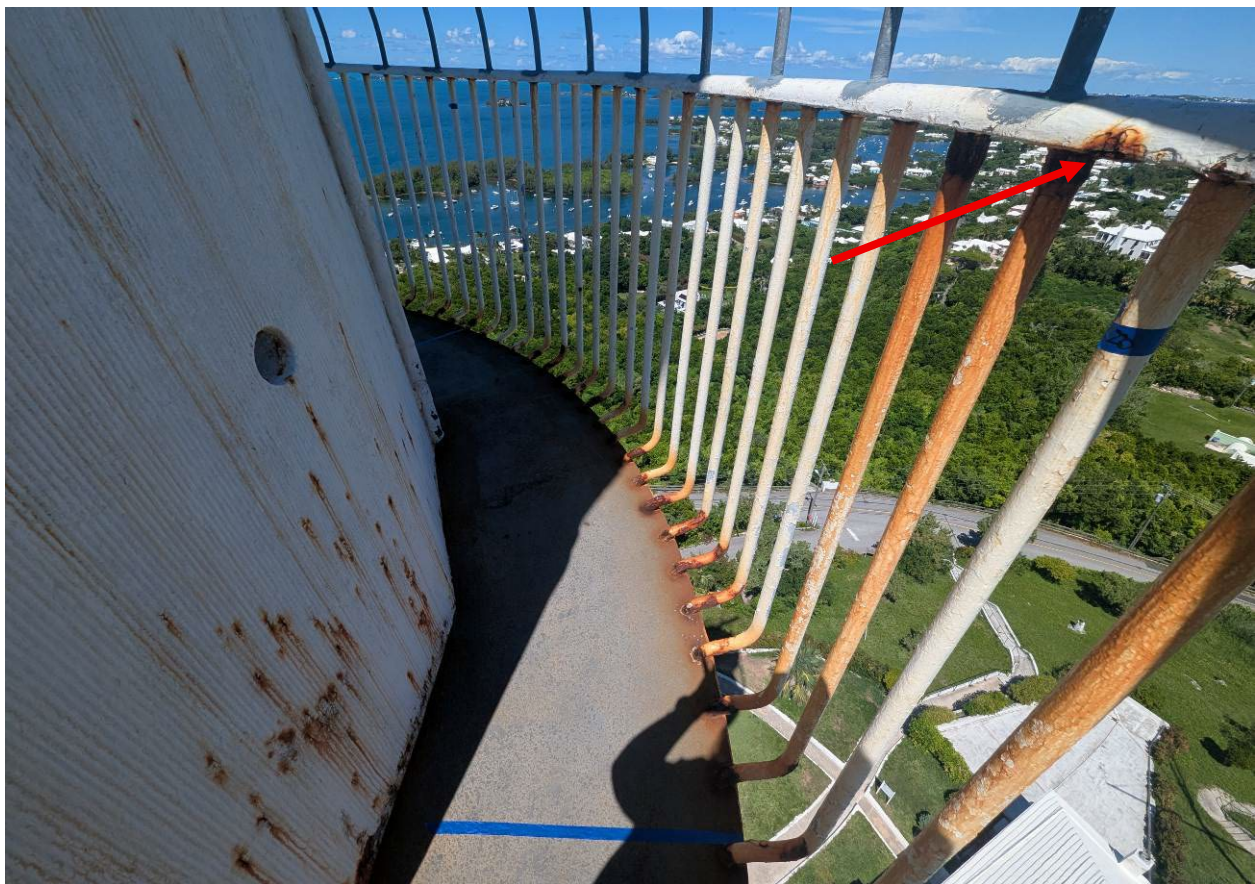
Photograph 5: Lower railings base in Section 1



Photograph 6: Lower railings connection to platform (Bars 001 to 003)



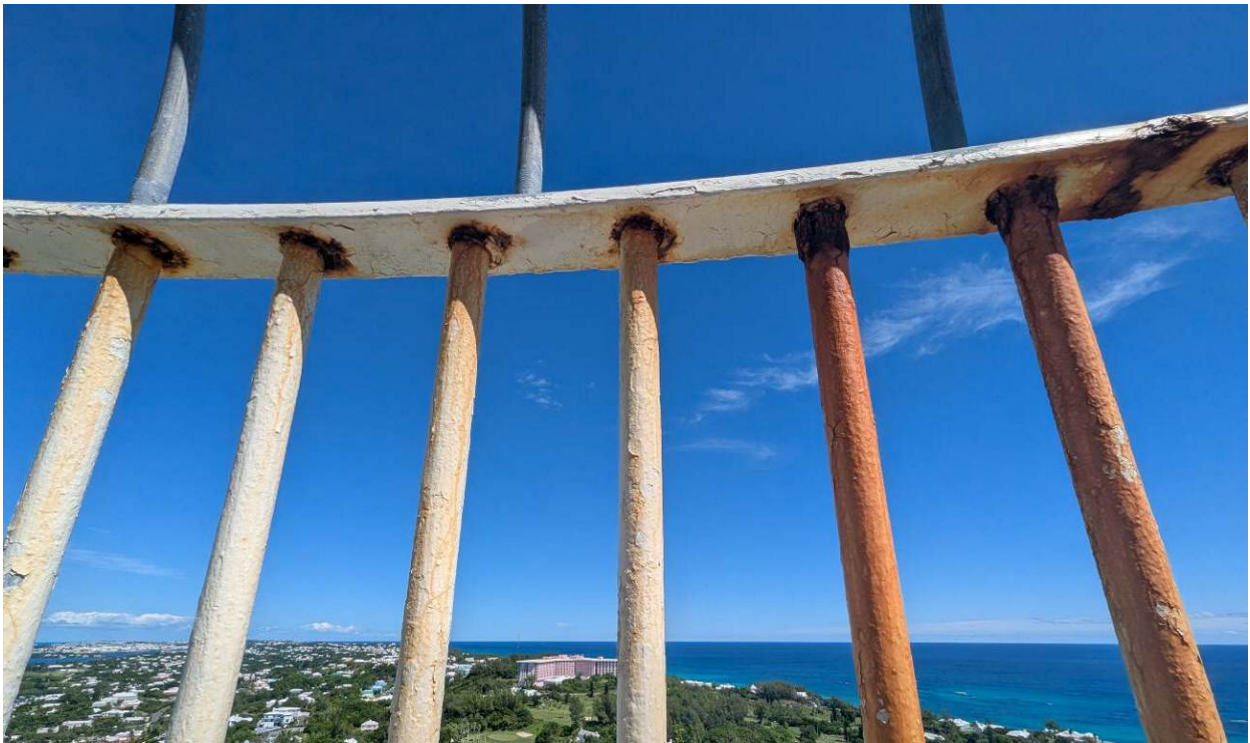
Photograph 7: Lower railings connection to intermediate rail (Section 1)



Photograph 8: Lower railings in Section 2 (Bars 021 to 040)
Intermediate top-rail between bars 20 to 21 exhibits corrosion



Photograph 9: Lower railings connection to platform in Section 2 (Bars 021 to 026)



Photograph 10: Typical lower railings connection to intermediate rail in Section 2



Photograph 11: Lower gallery railings in Section 3 (Bars 041-060)



Photograph 12: Typical lower railings connection to intermediate rail in Section 3



Photograph 13: Lower gallery railings in Section 4 (Bars 061-080)



Photograph 14: Lower railings connection to platform in Section 4 (Bars 061-068)



Photograph 15: Lower railings connection to intermediate rail in Section 4



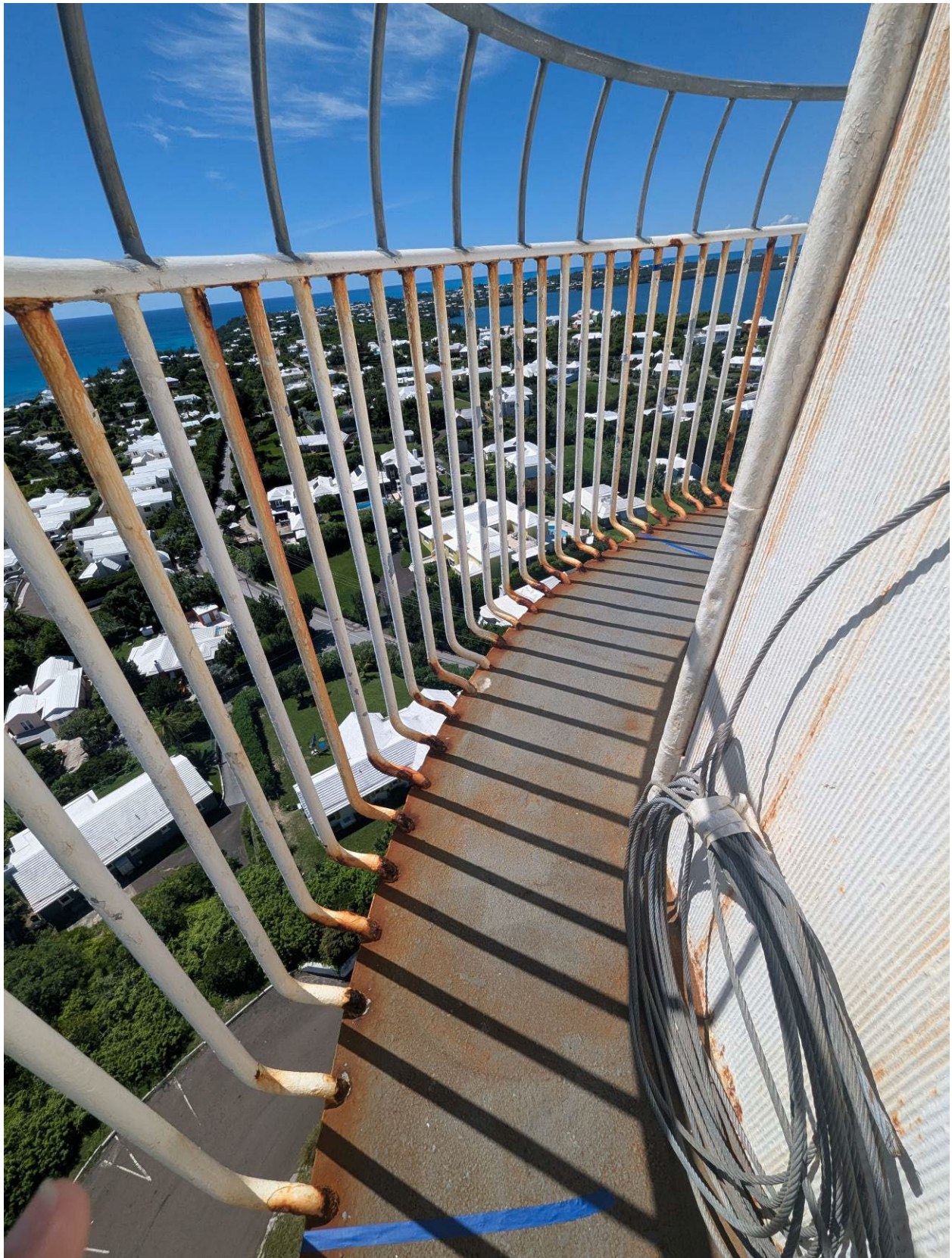
Photograph 16: Lower gallery railings in Section 5 (Bars 081-100)



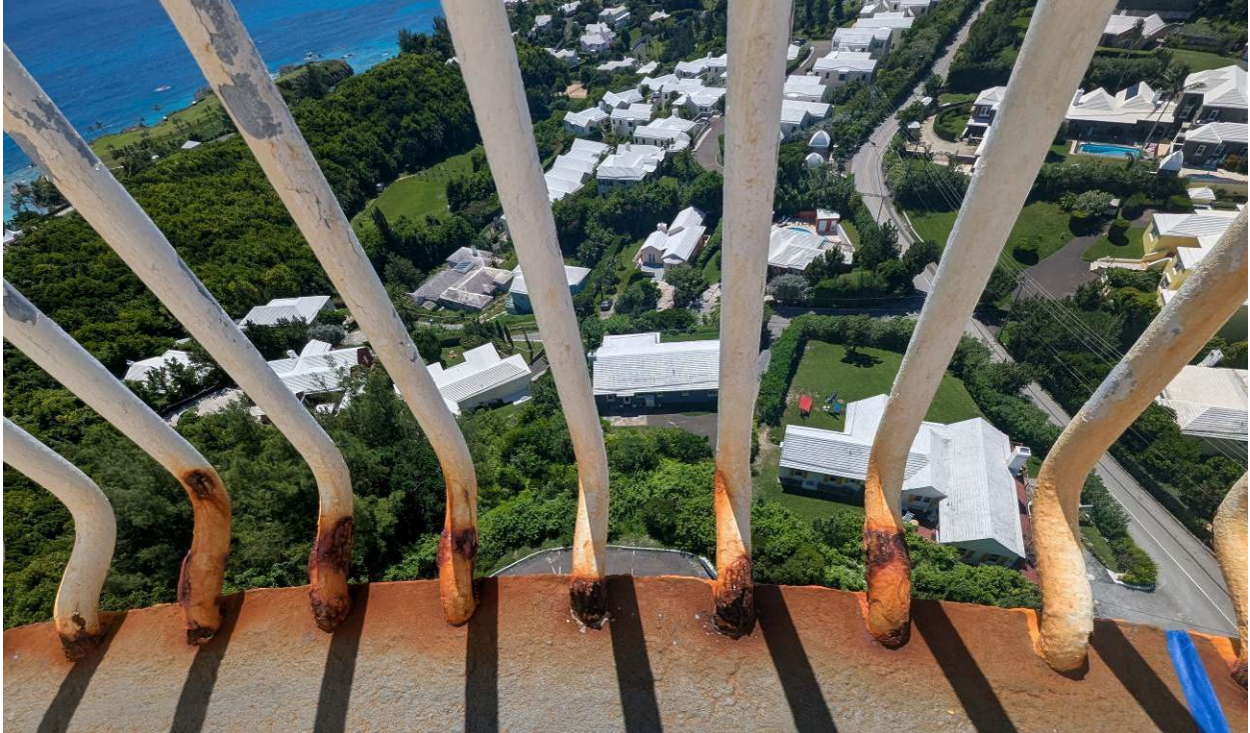
Photograph 17: Lower railings connection to platform in Section 5 (Bars 081-089)



Photograph 18: Lower railings connection to intermediate rail in Section 5 (Bars 082-088)
Intermediate top-rail between bars 86 to 87 exhibits corrosion



Photograph 19: Lower gallery railings in Section 6 (Bars 0101-120)



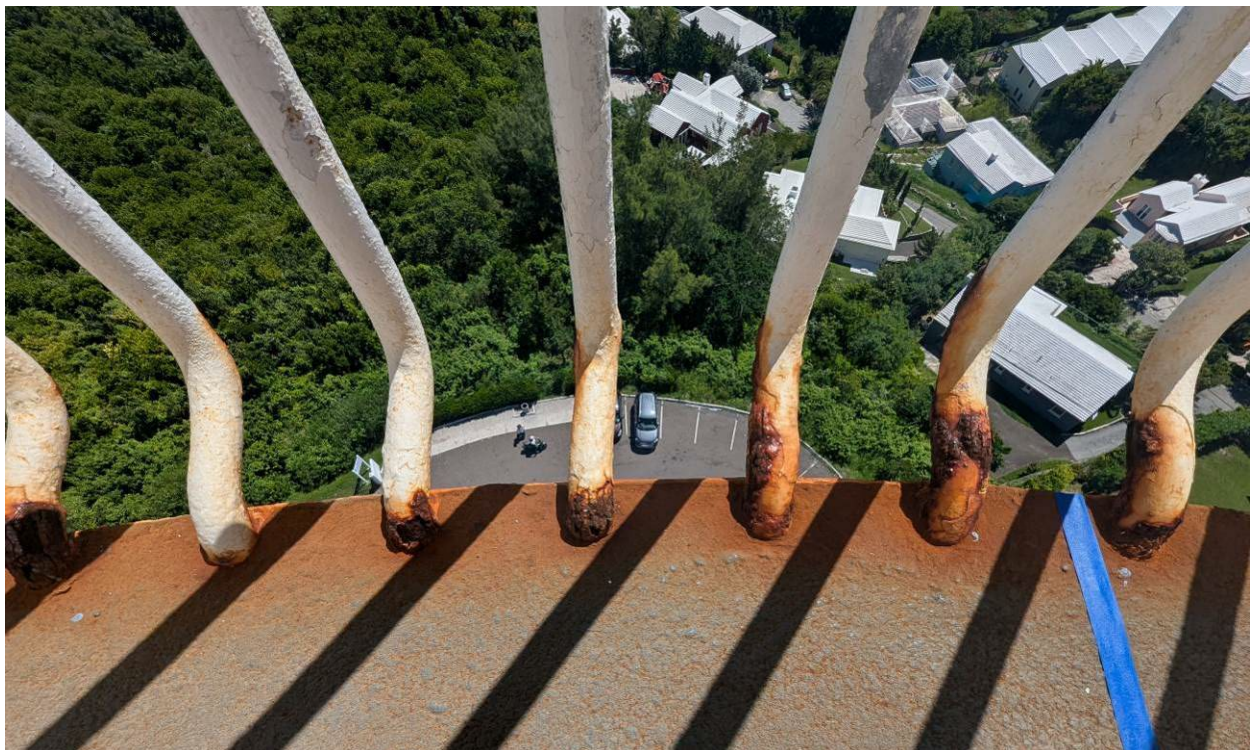
Photograph 20: Lower railings connection to platform in Section 6 (Bars 101-108)



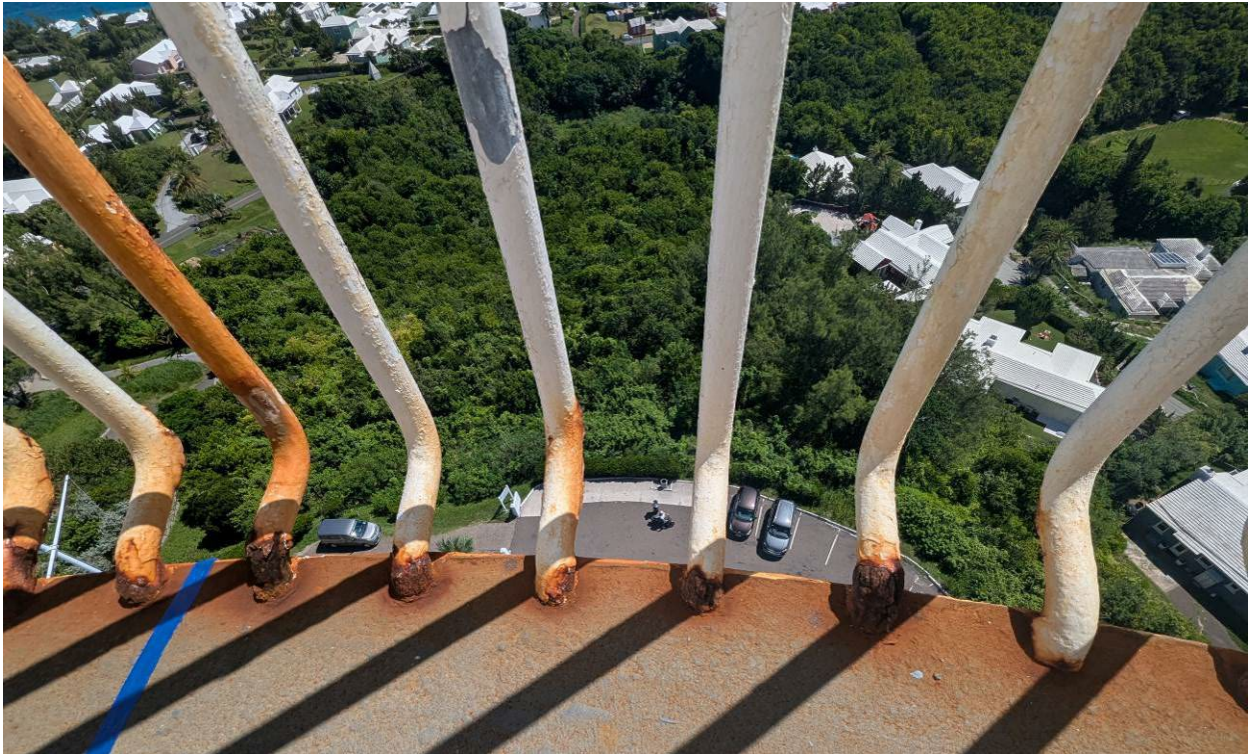
Photograph 21: Example of bolted connection at underside of platform and corroded bars (Section 6)



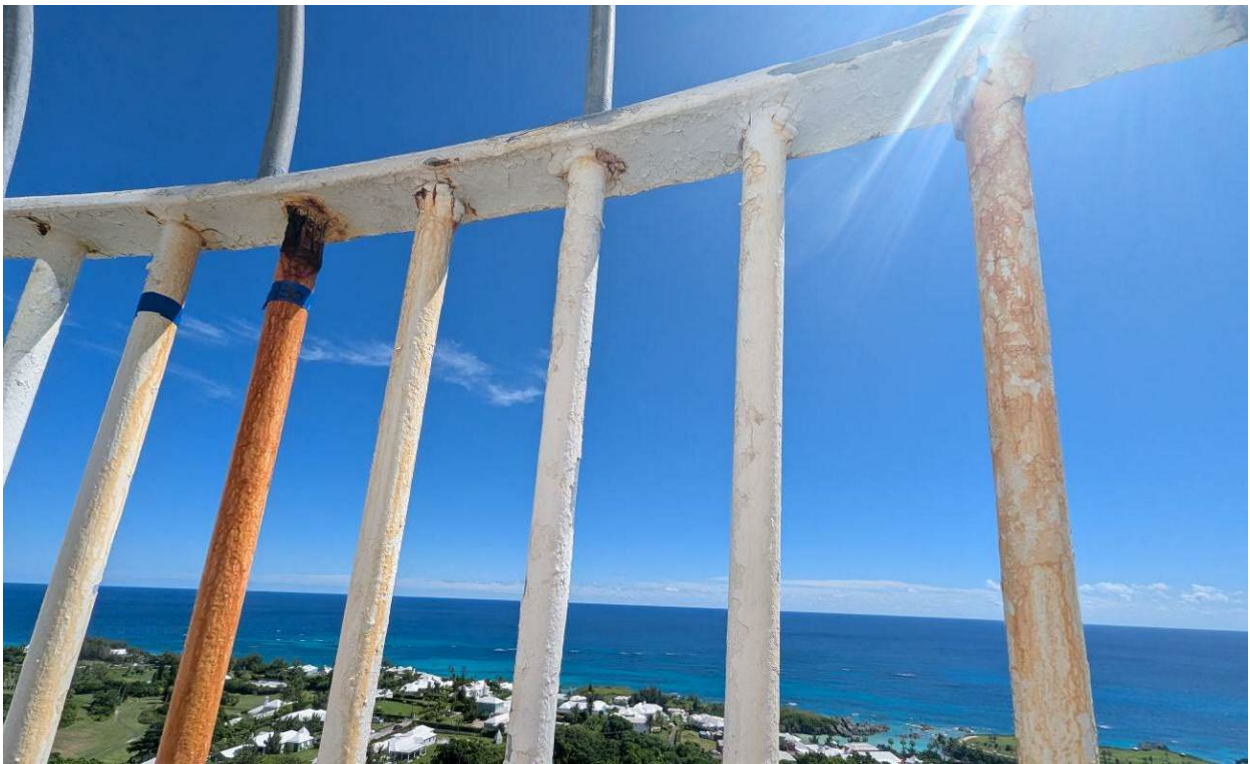
Photograph 22: Lower railings connection to intermediate railing in Section 6 (Bars 101-106)



Photograph 23: Lower railings connection to platform in Section 7 (Bars 121-125)



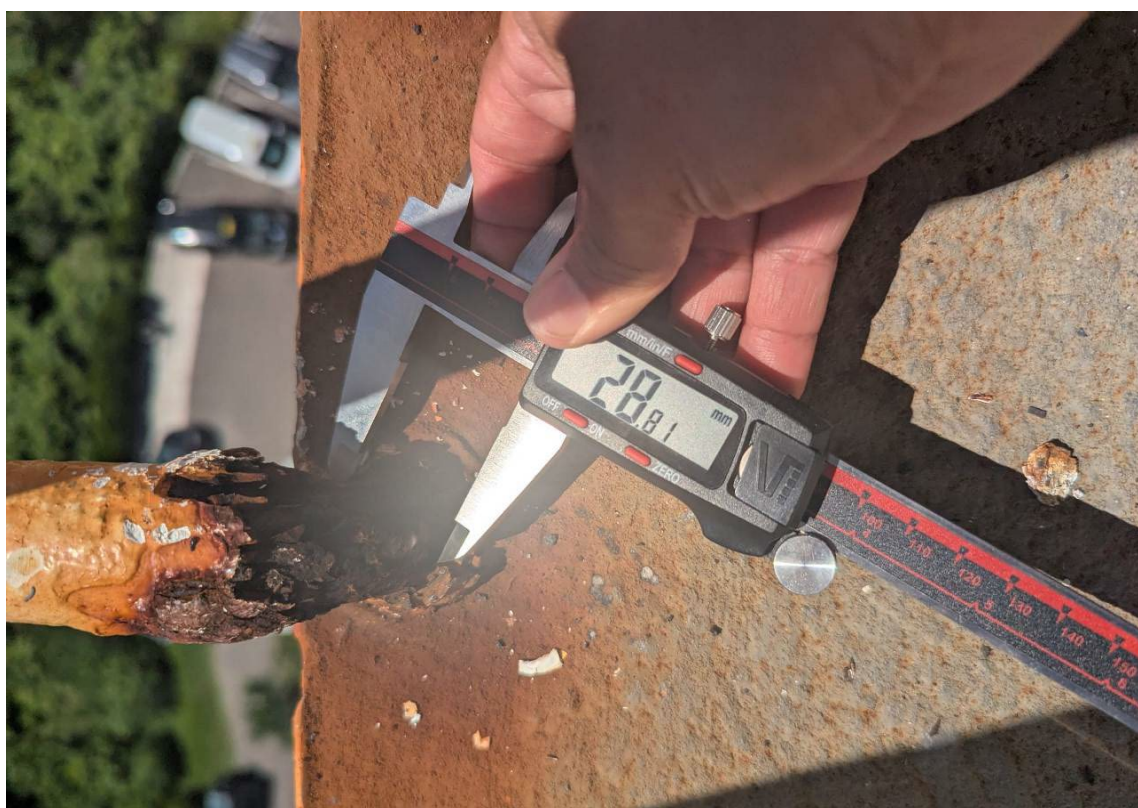
Photograph 24: Lower railings connection to platform in Section 7 (Bars 125-130)



Photograph 25: Lower railings connection to intermediate rail in Section 7 (Bars 126-130)



Photograph 26: Bar 130 diameter (mid-point of bar - measured in millimetres)



Photograph 27: Bar 130 diameter at base (measured in millimetres)



Photograph 28: Upper gallery southern façade (above doorway)



Photograph 29: Upper gallery section of eastern façade



Photograph 30: Upper gallery section of northern façade



Photograph 31: Upper gallery western façade



Photograph 32: Upper gallery southern façade (approaching entry door)