

REPORT of SURVEY for REPAIRS, &c.

No. 4634 Port of Glasgow Received in London Office, FRIDAY 24 SEPT 1886
 No. in Reg. Book. 32 Survey held at Glasgow Date First Survey 23rd April Last Survey 17th Sept. 1886
 on the Iron screw Steamer "Cadiz" Master Garro

TONNAGE:—
 NET 1431 Built at Sunderland By whom J. & Arnold & Co. When 1873
 GROSS 2682 Owners Marinaga & Co. Port belonging to Bilbao
 UNDER DECK 2294 Owner's Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Both Name of Dock Govan No. 1 Destined Voyage Havana
 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. ✓ Port ✓ Classed Third Survey 84 Character in Register Book. A1*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) in salt water ✓ ft. ✓ ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in fresh water ✓ ft. ✓ ins.
 of any letters respecting this case. The Secretary's "C" 30th April 1886.

REPAIRS, OR EXAMINATION AS PER RULE Examination and repairs during the fitting of new machinery.

The following renewals of material wasted by corrosion, and repairs with a view to giving additional strength to the vessel in the neighbourhood of the machinery space have been carried out, viz:—

All floor plates (with two exceptions) in Engine & Boiler space doubled across centre for about five feet, those carrying the Boiler seats doubled out to side keelson. All reverse frames from bilge to bilge and bars of side and bilge keelsons through Engine and Boiler space and partly into forward cross bunker renewed, with suitable arrangement of bolts; intercostal plates of side keelson on each side rivetted to the floors. New Boiler seats formed of plating 1 1/16 in. thick built upon and overlapping old floor plates, with angles 5" x 4" x 1 1/16 on upper edges; engine seating rearranged, with fore and aft box keelsons 3 ft 6 in. out from centre line on each side the plates of keelsons standing 2 ft 4 in. above floors x 9/16" thick with double angles on upper edge 3 1/2" x 3 1/2" x 5/16, heavy top plating, and thwartship stiffening plates.

PRESENT CONDITION OF THE		Boats	
Decks (Upper & Lower)	Good	Boats	Good
Waterways	do.	Masts, Yards, &c.	do.
Comings	do.	Condition, how ascertained	From Deck
Upper Deck Beams & Fastenings	do.	Sails	Good
Lower Deck Beams & Fastenings	do.	Anchors No. of	Stated to be
Plank sheers	do.	Cables	good
Sheerstrakes	Good	Hawsers & Warps	good
Topsides	do.	Standing & Running Rigging	efficient
Wales	do.	Hatches	Good
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good
General Observations, Opinion as to Class, &c.:		Scuppers	Good
		Cargo & Main Hatchways	Good

This vessel is now in good and efficient condition and eligible in my opinion to remain as classed. The Book with 1st Entry Report, the Report of the Third Survey, and a tracing of the Midship Section are returned herewith.

Entry Fee (if chargeable) per Scale I., Sec. 27. £ : :
 Office Fee (if chargeable) per Scale II., Sec. 27. £ : :
 Survey Fee (per Section 28) £ 19 : 19 : 0 received by me. 23/9/1886
 Special Damage Fee (if any) (per Sec. 28) £ : :
 *Certificate (required) to be sent as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 Committee's Minute

Character assigned A1*1 NOV 86
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 Lloyd's Register Foundation
 GLS152-0298 (113)

at intervals; one broken plate of Main Deck Stringer on starboard side forward, renewed; partition bulkhead at fore end of Boiler space taken down, refitted and partly renewed at six feet further forward into cross bunker space; - three plated frames $9\frac{1}{16}$ " thick, thirty three inches wide at Upper deck down to twenty eight inches at Bilge Stringer finishing at the upper of the double bilge keelsons, and with double $4 \times 3 \times 8\frac{1}{16}$ " angle irons on their inner edge, fitted, one in Boiler space, one in Engine space and one at the line of new Screen bulkhead dividing these compartments, each frame connected to Main Deck Stringer with large diamond plate; all beams of Upper and Main Deck, where practicable replaced and one new girder beam at the line of and connected to the central plated frame and Screen bulkhead, fitted at the height of Upper bilge Stringer, Cement entirely renewed in Boiler space and to a large extent in Engine space and the iron work throughout scaled and painted. -

At Main Deck line, new fore and aft tie plates fitted on ends of half beams $18 \times 7\frac{1}{16}$ " with a vertical plate of the same size to which new bunker side plating is attached; abreast of Engines the tie plate increased to 48" wide to suit arrangements, and tapered gradually into the narrower plate.

At Upper deck line, the whole of the deck planking between Forecastle and Poop removed; iron deck scaled, doubling plates $8\frac{1}{16}$ " thick fitted at corners of Main Hatchway, coaming mouldings and deck angles at corners of same and of Bunker Hatchway cut adrift and solid welded corners fitted; several wasted deck plates abreast of Engine and Boiler Hatchway renewed; $8\frac{1}{16}$ " doubling plates $\times 30$ " wide fitted for seventy one feet on each side; Hatchway casings between Upper and Bridge Decks renewed with $12 \times 7\frac{1}{16}$ " coaming plates and $5\frac{1}{16}$ " remainder; several deck beams remounted; two coaling hatches 3ft square formed with iron coamings standing ^{18" up} above deck beam in place of the old circular hatches with cast iron frames flush with deck. New Pitch Pine Deck $6 \times 3\frac{1}{2}$ "; Gunwale Angle iron on starboard side amidships renewed for about twelve feet; one new bulwark plate on same side; four fractured bulwark butt straps and one sheer strake butt strap renewed; the top side strake of shell plating next below upper sheer strake doubled with $10\frac{1}{16}$ " plates for 130 ft. In Bulwarks the double doors of Port after Cargo Gangway and single door of starboard forward door renewed and other doors repaired; bulwark rail angle rivetting and connection of plate to sheer strake renewed on both sides of Vessel to a considerable extent; wood rails and mouldings repaired.

At Bridge Deck. Planking removed; new coamings and tie plates fitted for the combined length of Engine and Boiler Hatchways viz: 49 ft., and new deck laid of $6 \times 2\frac{3}{4}$ " Pitch Pine with margin plank of Pitch Pine $11 \times 2\frac{3}{4}$ " - New Leak Hand rail $7 \times 2\frac{3}{4}$ ".

The two fore and aft bulkheads originally fitted in cross bunker before.

before Boiler space in lieu of pillars were found considerably corroded and pillars to Rule requirements have now been fitted; all beams in this bunker remounted. Several beam pillars in holds straightened and additional ones fitted where required. Forward part of Fore Hold and whole of After Hold scaled and painted; tunnel side plating in part renewed and 2 1/2' elm cladding fitted over crown in way of Hatchway; a few broken rivets in upper deck beam knees and in stern frames in after hold renewed. All bolts repasted at ends and several planks renewed.

Externally... Eight outside straps fitted over corroded butts of upper bilge inside stake - five port side, three starboard; one indented plate, lower bilge starboard side removed, faired and replaced; a laminated plate on bottom port side amidships, fitted with partial doubling; about twenty feet of 9/16" steel shoe plating round fore foot of Stem; Rudder lifted, pintles dressed fair, boxes braked, and Rudder plating partially rivetted. - Hull cleaned and coated.

H. J. L.
20/9/86.