

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19 Aug 1897 When handed in at Local Office 19th Aug 1897 Port of GreenockNo. in Survey held at Port Glasgow Date, First Survey 23rd July Last Survey 16th Aug 1894

Reg. Book. 403. on the Wood, Iron or Steel 4 Met-BK. "Cedarbank" Master

TONNAGE:— Built at Glasgow By whom Mackie & Thomson When 1892 8th
 GROSS 2825 Owners A. Weir & Co. Port belonging to Glasgow.
 UNDER DK 2642
 NET 2649 Owners' Address
 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Name of Dock Destined Voyage
 WB=CellDBorDBa feet; uE&B feet; f feet; }
 total capacity tons. FPT tons; APT tons; MT feet tons. }
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 10870 Port Hull.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1		
2-97.		
S.S. Hull 107.97.		

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

This vessel is now lying at Lapeston in a partially dismasted condition. See copy of report on new spars attached herewith. The following masts, topmasts, topgallant masts & yards now made of steel by Messrs Russell & Co. Port Glasgow:

	Length.	Head	House	Deck	Hull	2 plates in round
Fore Mast.	91.9.	20 1/2 x 20	25 x 10	30 x 20	23 x 20	4 angled - 4 x 3 x 20
Mizzen	91.9.	20 1/2 x 20	25 x 10	30 x 20	23 x 20	4 angled - 4 x 3 x 20
Fore topmast	56.9.	17 x 10	19 x 8		20 x 7	4 angled 3 1/2 x 3 1/2 x 9/16
Main	56.9.	17 x 10	19 x 8		20 x 7	4 angled 3 1/2 x 3 1/2 x 9/16
Mizzen	56.9.	17 x 10	19 x 8		20 x 7	4 angled 3 1/2 x 3 1/2 x 9/16
Fore topgallant & Royal	57.6.	12 x 3/16	15 x 5/16		17 x 9/16	"
Main	57.6.	12 x 3/16	15 x 5/16		17 x 9/16	"
Mizzen	57.6.	12 x 3/16	15 x 5/16		17 x 9/16	"

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	supplying	two lower masts	3 topmasts	3 topgallant masts	17 yards of steel			
Faired or Repaired ...	with rigging & blocks to suit							

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks	Ditto ditto at other places	Windlass & Capstan	Boats
Waterways	Keelsons	Have Pumps now been examined and found efficient?	Masts, Yards, &c.
Coamings	Stringers, Clamps & Shells	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained
Up'r Dk. Beams & Fastenings	Salting (State if examined.)	Have Watertight Doors now been examined and found efficient?	(State if wedges removed)
Low'r Dk. Beams & Fastenings	Cement or Asphalt (State which.)	Dblng. Plates under Sounding Pipes	Sails
Plating	Tanks (State if now tested.)	Engine Room Skylights	Equipment letter
Planking	Caulking of Bot'm, D'k, & Wat'rw'ys	Coal Bunker, Open'gs, Lids, &c.	Anchors, No. of
Rivets or Treennails	Copper, or Y.M. (State if on Fell.)	Scuppers	Cables (State if now ranged)
Breasthooks & Stemson	When put on, Month Year	Cargo & Main H'tehw'ys	" length (on board)
Transoms, Pointers, & Crutches			" Rule length (per Table 22)
			Hawsers & Warps
			Standing & Running Rigging

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,97," or "to remain as classed and to have record of survey, 1,97, and the notations of ss No. 1-97 and pND97, &c."

This report is respectfully submitted for the information of the Committee.

Office Fee (if chargeable) per Scale II., Sec. 27	£	Fees applied for,	18. 8. 18.94
Survey Fee (per Section 28)	£ 6 : 6 :	Received by me,	19. 8. 18.94
Special Damage or Repair Fee (if any) (per Sec. 28.)	£ 5 : 14 :		
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute TUES. 24 AUG 1897

Character assigned

TUES. 30 NOV 1897

FRI. 22 APR 1893

FRI. 3 DEC 1897

TUES. 30 AUG 1893

GRK 338-014 (version)

FRI 20 AUG 1897

Port of *Greenock*.

Continuation of Report No. 11813, dated 19 Aug 97 on the

Stk Bk. "Edarbank"

Fore Lower yard	Length (cleated) 88ft. at centre	$21 \times \frac{8}{10}$	at ends $10 \frac{1}{2} \times \frac{5}{20}$
Crossjack	do. 88ft. —	$21 \times \frac{8}{10}$	$10 \frac{1}{2} \times \frac{5}{20}$
Fore Lower Topsail yard	81.6	$20 \frac{1}{2} \times \frac{7}{20}$	$10 \times \frac{3}{16}$
Main	81.6	$20 \frac{1}{2} \times \frac{7}{20}$	$10 \times \frac{3}{16}$
Mizzen	81.6	$20 \frac{1}{2} \times \frac{7}{20}$	$10 \times \frac{3}{16}$
Fore Upper Topsail yard	76.6	$19 \frac{1}{2} \times \frac{7}{20}$	$9 \frac{1}{2} \times \frac{3}{16}$
Main	76.6	$19 \frac{1}{2} \times \frac{7}{20}$	$9 \frac{1}{2} \times \frac{3}{16}$
Mizzen	76.6	$19 \frac{1}{2} \times \frac{7}{20}$	$9 \frac{1}{2} \times \frac{3}{16}$
Fore Lower Topgallant yard	71.10	$17 \times \frac{6}{20}$	$8 \frac{1}{2} \times \frac{3}{16}$
Main	69.0	$17 \times \frac{6}{20}$	$8 \frac{1}{2} \times \frac{3}{16}$
Mizzen	69.0	$17 \times \frac{6}{20}$	$8 \frac{1}{2} \times \frac{3}{16}$
Fore Upper Topgallant yard	63.10	$15 \times \frac{5}{20}$	$7 \frac{1}{2} \times \frac{3}{16}$
Main	63.10	$15 \times \frac{5}{20}$	$7 \frac{1}{2} \times \frac{3}{16}$
Mizzen	63.10	$15 \times \frac{5}{20}$	$7 \frac{1}{2} \times \frac{3}{16}$
Fore Royal yard	55.10	$13 \times \frac{5}{20}$	$6 \frac{1}{2} \times \frac{3}{16}$
Main	55.10	$13 \times \frac{5}{20}$	$6 \frac{1}{2} \times \frac{3}{16}$
Mizzen	55.10	$13 \times \frac{5}{20}$	$6 \frac{1}{2} \times \frac{3}{16}$

Landing of lower masts double riveted, and of topmasts topgallant masts & yards single riveted; butts of lower masts above deck & of topmasts &c and yards, treble riveted overlapped. Lower masts below deck double riveted.

The whole of the new spars fitted complete and in a satisfactory manner; and are strengthened as required by the Rules; the three topmasts having also, at their heads, two angles $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{9}{16}$ for a length of 20 feet. The materials & workmanship are of good quality. The steel of Siemen Martin quality, supplied by Mossend, Stockton Maltentle, Palmers & Lanarkshire for.

Also supplied a Jigger Royal Mast & jaff of Pitch Pine

The following rigging screws made, viz: — 14 of $2 \frac{1}{8}$ " for lower rigging; 21 of $2 \frac{1}{8}$ " for Topmast backstays and cap shrouds; 12 of $1 \frac{1}{8}$ " for Topgallant backstays; 6 of $1 \frac{1}{8}$ " for royal backstays, and 10 of $1 \frac{1}{2}$ " for Topmast rigging; the diameters given being to bottom of thread.

Also a complete set of blocks supplied for the masts & yards herein referred to, and as described on the accompanying list.

FRI 20 AUG 1897

Port of Greenock

Continuation of Report No. 11813. dated 19 Aug 97 on the

S.R. Bk "Cedarbank"

Messrs R. S. Newall & Son Ltd of Glasgow have supplied a complete set of galvanized steel wire standing rigging for completing the rigging of this vessel, as per specification attached, and test certificates for this wire are enclosed, as also for two wire hawsers, viz: 90 fathoms of $1\frac{1}{2}$ " tensile strain 39 tons, and 120 fathoms of $2\frac{1}{2}$ " tensile strain 12 tons.

The vessel is understood to be supplied with a complete set of running rigging of Manila, and a complete suit of sails.

The whole of previously named masts, yards, fittings, rigging & sails have been forwarded by steamer to Capetown.

L. A. Phillips