

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19 Aug 1897 When handed in at Local Office 19th Aug 1897 Port of Greenock
 No. in Reg. Book 403 Survey held at Port Glasgow Date, First Survey 23rd July 8 Last Survey 16th Aug 1894
 on the Wood, Iron or Steel 4 Mast-Bk. "Cedarbank" Master

TONNAGE:- Built at Glasgow By whom Mackie & Thomson When 1892 8th YEAR MONTH
 GROSS 2825 Owners A. Weir & Co. Port belonging to Glasgow
 UNDER DK 2642 Owners' Address
 NET 2649 (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.

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).
<u>+100A1</u>		
<u>2-97</u>		
<u>S.S. Hel. 107.97</u>		

Last Survey, No. 10870 Port Hul
 (Periodical Surveys, when held, must be reported in detail and seriatim 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.)

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 Fettern 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	Hoards.	Deck	Hul	Plating in round
Fore Mast.	91.9.	20 1/2 x 7/20	25 x 10/20	30 x 2/20	23 x 2/20	4 angled - 4 x 3 x 2/20
Mizzen	91.9.	20 1/2 x 7/20	25 x 10/20	30 x 2/20	23 x 2/20	4 angled. 4 x 3 x 2/20
Fore Topmast	56.9.	17 x 6/20	19 x 8/20		20 x 7/20	4 angled 3 1/2 x 3 1/2 x 4/6
Main	56.9.	17 x 6/20	19 x 8/20		20 x 7/20	+ 2 angled 3 1/2 x 3 1/2 x 4/6
Mizzen	56.9.	17 x 6/20	19 x 8/20		20 x 7/20	+ 2 angled 3 1/2 x 3 1/2 x 4/6
Fore Topgallant & Royal Mast	57.6.	12 x 3/6	15 x 5/20		17 x 4/20	"
Main	57.6.	12 x 3/6	15 x 5/20		17 x 4/20	"
Mizzen	57.6.	12 x 3/6	15 x 5/20		17 x 4/20	"

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 with rigging & blocks to suit, & complete suit of sail							
Faired or Repaired ...								

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 & Shelves	Have Sluice Valves now been examined and found efficient?	Condition, how ascertained (State if wedges removed)
Up'r Dk. Beams & Fastenings	Salting (State if examined.)	Have Watertight Doors now been examined and found efficient?	Sails
Low'r Dk. Beams & Fastenings	Ceiling	Dblng. Plates under Sounding Pipes	Equipment letter
Plating	Cement or Asphalt (State which.)	Engine Room Skylights	Anchors, No. of
Planking	Tanks (State if now tested.)	Coal Bunker, Open'gs, Lids, &c.	Cables (State if now ranged) length (on board) size (per Table 22)
Rivets or Treennails	Caulking of Bot'm, D'k, & Wat'rw'ys	Scuppers	Hawsers & Warps
Breasthooks & Stemson	Copper, or Y.M. (State if on Fell.)	Cargo & Main H'tehw'ys	Standing & Running Rigging
Transoms, Pointers, & Crutches	When put on, Month Year		

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	Survey Fee (per Section 28)	Special Damage or Repair Fee (if any) (per Sec. 28.)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for,	Received by me,
£	£ 6	£ 12	£ 5	£	18. 8. 18.94	19. 8. 18.94

Thos Phillips
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. 24 AUG 1897
 Character assigned Deferred
 Write C. Tu. *W.C.T.*
 TUES. 30 NOV 1897
 FRI. 22 APL 1893
 FRI. 3 DEC 1897
 TUES. 30 AUG 1897
 Lloyd's Register
 GRK 338-014 (V310)

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

The Surveyor is required to sign the Report in the presence of the Committee.

FRI 20 AUG 1897

Port of *Greenock*.

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

Stl B&K. "Edarbank"

Fore Lower yard	Length (cleated) 86ft. at centre	$21 \times \frac{8}{20}$	at ends	$10 \frac{1}{2} \times \frac{5}{20}$
Crossjack	do. 86ft. —	$21 \times \frac{8}{20}$	—	$10 \frac{1}{2} \times \frac{5}{20}$
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 & Gaff of Pitch Pine

The following rigging screws made, viz: — 14 of $2 \frac{1}{8}$ " $8 \frac{1}{2}$ " 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 $1 \frac{1}{2}$ " for royal backstays, and 10 of $1 \frac{1}{2}$ " for Topmast reefing; 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.

J. A. Phillips