

ANDREW WEIR &amp; CO

102 Hope Street,

Glasgow

4th August, 18 97.

Recd: 5/8/97  
 Ansdr 6<sup>th</sup>  
 & cable to C. Lu.

Secretary,

Lloyds Register of British &amp; Foreign Shipping,

2 White Lion Court, Cornhill,

London. E.C.

Dear Sir,

" CEDARBANK "

The above ship, as you are aware, is now lying partially dismasted in Table Bay, Cape Town, having lost her mizzen mast and all attached, fore and main topmast with all above, and the Foremast has since been condemned by your Surveyor, and we are now building with Messrs Russell & Co steel masts and yards to renew the losses. The mainmast, by a cable we have received dated 28th ulto, will require to be unshipped for repairs, having been evidently strained or sprung at the masthead by the topmast when it carried away. The mast having to be unshipped for repairs conveys to us the fact that it must have received considerable damage, and if so we think it most injudicious to repair it at Cape Town, as not only will the cost of doing this be very great but the mast we will most probably be compelled to condemn on the ship's arrival home, as in our experience steel lowermasts are mostly ripe for condemning after passing through a cyclone and losing the topmasts, and more especially when they shew the signs of the great



No. 2.

Messrs Lloyds Register of British & Foreign Shipping. 4th August 1897.

strain that has been put upon them.

Another point we would like to bring before your notice : we are informed by another cable received, and dated the 1st inst, that a Diver reports the lower pintle and gudgeon of the rudder is damaged, and to repair which the ship most undoubtedly will require to go into Drydock, and more especially as the Captain mentions in one of his letters to us, " The rudder is damaged and working " very badly ", and again in the same letter he writes, " Lloyds Surveyor " recommends a Diver to report on bottom, but I think the ship requires to go into " Drydock to examine the rudder ", and to quote again, he says, " After getting " clear of the wreckage which was pounding heavily on deck and under the ship's " bottom ".

In the face of this information from the Master as to the damage of the mainmast, the wreckage of the spars pounding heavily under the ship's bottom, and also the Diver's report that the lower pintle and gudgeon of the rudder are damaged, we cannot understand how your Surveyor does not condemn the mast, and order the ship into Drydock.

Now, as we are classed in your Books, we wish everything done at once to the ship that she may retain that class, as we do not wish, after the ship's arrival home, that the mainmast should be condemned and when we drydock the ship at a home port to find some indented plates, and a damaged rudder, and these renewals and repairs left with us to pay, so would you kindly advise your Surveyor by cable (which we are quite willing to pay) the proper course to adopt under the circumstances.

Yours faithfully



GRK338-0146(2/2)



Referred to the Chief Surveyor.

*W.D.*

15 AUG 1897

*Redman  
Reg. Ware*

Steel Barge "bedarband"

Submitted the Owners be informed the Surveyor will be advised as regards their wishes. The Surveyor should be informed that the Owner considers the vessel should be examined in dry dock in view of the nature of the damage to the bottom from wrecking and all damage to the hull should be efficiently repaired. They also are of opinion the main mast is damaged to such an extent that removal is necessary. The Surveyor should be requested to give the case careful attention and to do what is necessary to render the vessel eligible to retain her class. The following wire should be sent to the Cape Town Surveyor

*bedarband Owners to report examination in dry dock and efficient repairs.*

\$3.50

*bedarband*

*Wess 16*

*16.8.97*

*ANRB  
RECEIVED  
5 AUG 97  
LONDON.  
16/8/97  
Ar: 4. 8. 97  
Ans: 6  
Cable to C. In*