

ANDREW WEIR & Co

102 Hope Street,

Glasgow

23rd August 1897.

LLOYDS REGISTER
LONDON.

RECD 24 AUG. 1897

ANSR

See cablegram to Cape Town
& letter to owner 23/8/97-

Secretary.

Messrs Lloyds Register of British & Foreign Shipping.

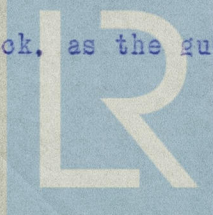
London.

Dear Sir.

"CEDARBANK".

We are in receipt of your letters of 21st inst. one confirming your wire to us of Saturday's date, and also copy of your letter sent to Mr Stephen, the Society's Surveyor at Cape Town, contents of which we carefully note.

This morning we received a copy of the Diver's Report from Cape Town, in which he mentions (as we telegraphed you) that he found the plates from the break of the forecastle to the break of the poop all more or less scraped bare; that the heel pintle of the rudder he found badly canted to the port side to the extent of $1\frac{1}{2}$ ", the heel portion of the rudder being canted or bent in like manner. He also reports finding some deep indents in the heel gudgeon, apparently caused by some heavy body striking against it. Now we think, under these circumstances, your Surveyor has no other course but to recommend the ship to be placed in Drydock, as the gudgeon being forged on to the



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stern post cannot be repaired except in drydock. A Rudder that is canted over to the extent of 1½ inches would lead one to suppose that there is much more damage than a bent or fractured pintle and that the gudgeons also must have suffered. The Diver also reporting the plates all more or less scraped bare shows that the wreckage must have been banging against and scraping under the bottom of the ship, and even supposing that there are no fractured plates we are entitled surely to have the bare plates recoated to prevent them from being pitted and scaled for want of protection.

It seems to us ridiculous your Surveyor employing Divers and at the same time lying alongside of a Drydock. We always thought Divers were only used for examining a ship's bottom when a drydock was not available, and it seems it is only your Surveyor in Cape Town that stands in the way of removing all doubts as to the ship's bottom being injured or not and also of getting the rudder thoroughly and permanently repaired, as the Salvage Association write as follows on the 20th inst:- " With regard to the question of drydocking the vessel, if you are able to shew eventually that it is a prudent and reasonable course and approved by Lloyds Surveyor, it would remove Underwriters' objections to such a course ".

As your letter will arrive too late to be of any use, please cable your Surveyor instructions at our expense and oblige.

Yours faithfully

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... "objection to ...

Referred to the Chief Surveyor

24 AUG. 1897

Also for Mr. Hill to report



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