

## Translation

### Report on the steamer "Amitié."

This day, July 5<sup>th</sup> 1882. I, the undersigned, J. Vandercruyce, Surveyor to Lloyd's Register of Shipping for the district including "La Rochelle & Bayonne"

At the request of M. Alph. Mayer, manager of the "Comptoir Maritime" residing at 37 Rue de Trévise, Paris.

Who by his letter of the 3<sup>rd</sup> instant asked me to see Mr. Henri Mouret owner of the S. S. "Amitié" belonging to Bayonne.

I have been on board the said steamer which was placed on the blocks in the dry dock "Dubaut", the keel resting on very low blocks and the fore part a little imbedded at its lower extremity in the mud <sup>with</sup> which the end of this dry dock is actually covered.

The following are my orders:—

1. To make a careful examination of the bottom of this steamer and to try to ascertain whether there is not anything broken or indented in this part.
2. Whether the bottom as well as the hull of the ship are in good and efficient condition.
3. To state the general repairs which will be necessary although they are not incumbent on her owners.
4. To state whether I think that there have been any blows causing damage to the after part of the vessel.



5. To state what I think is the cause of the rupture of the blades of the screw
6. To ascertain whether the higher parts of the hull are damaged, principally at the after part
7. To state whether the middle shaft, which holds the screw has not suffered from a blow or shock which has damaged it
8. To examine the fittings of the vessel with regard to cable-chains, anchors, hawsers, ropes & sails.

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To the first order given me, I reply that the low position of the blocks of the dry dock "Duhaut" makes the keel and the bottom much too <sup>near</sup> the ground for me to make a careful examination

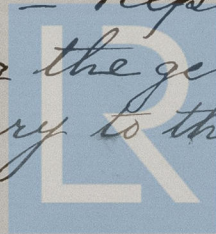
I do not think that there is anything broken or indented in the vessel but it is impossible for me to definitely state it.

Second Order - Reply.

For the same reason given above, I cannot make a careful examination of the exterior of this steamer in so as to find out whether the hull of the vessel is in this part in good and efficient condition. This will scarcely be able to be ascertained till after the plating at the bottom & the keel have been scraped clean

Third Order - Reply

With regard to stating the general repairs which will be necessary to this vessel, I cannot



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make a complete report on this point since the state of the most important part of the works cannot be ascertained.

#### Fourth Order - Reply

Having a deep conviction that the rupture of the third wing of the screw proceeds from a violent shock, ~~It is~~ There is no doubt that the after part of the vessel has received a severe shock and each time that a like effect is produced, injuries result from it.

#### Fifth Order - Reply.

Having examined the screw of which the blades were broken, I found that two of ~~the~~ blades were very defective. I think that these blades were broken by the simple pressure of the water and by vibration after having been worked for several months.

But as for the third broken blade I have no doubt but that it has received a very ~~bla~~ heavy blow; it has been struck either against a floating body or else it has collided with a lighter or some other heavy boat, it need not have been completely broken by the blow but it would be so strained, that it would no longer be strong enough to continue to fulfil its functions. This is my opinion.

#### Sixth Order - Reply.

The topsides do not appear to me to be damaged. As for the lower after part of the vessel despite that I could not discover any apparent defects, I consider it to be indispensable



to scrape the two stern posts as well as the keel and the but-ends of the plates ~~of~~ the garboards in order to permit of a careful examination of the riveting, <sup>thus</sup> exposed and to find out if there be any defects.

Nevertheless it will not be necessary to scrape higher than 0<sup>m</sup>.33 above the upper part of the stern tube and more than 3<sup>m</sup>.50 of the keel, measured from the after side of the stern post of the propeller towards the fore part so that I may be able to examine the state of the riveting of the scarf which unites the main keel attached to the portion of keel attached to the stern frame. The part of the keel joining the two posts at their lower part will also have to be scraped so as to make sure that there is no crack in it or other defect.

Seventh Question - Answer.

I am almost sure that the after part of the shaft is out of truth. Consequently I consider it indispensable that this piece taken out and put on to the lathe. Moreover stern-tube must be taken down, examined and repaired to certify to its good condition.

Eighth Question - Answer.

As to the examination of the equipment of this steamer I am at a disposition of all interested to measure chain-cables, tow-lines, hawsers, to certify the number of anchors and lastly to inspect the sails.

I enclose my report and am ready to answer every other question that may be put to me.

Dated on board the "Amitié" 5<sup>th</sup> July 1882  
(signed) J. Vander Cruye



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