

## Translation

Bayonne July 6<sup>th</sup> 1882

M<sup>r</sup>. Mauret, Bayonne

Sir,

Being on board the 'Amitié' on receipt of your letter, I was able to ascertain that several of the rivets belonging <sup>to</sup> the stern of the vessel & the propeller were rusty; in the keel at the after part there are also six rivets bearing traces of rust.

The riveting at the extremity of the sheet iron has also been carefully examined and two or three rivets have shown some traces of rust.

I think it is simply necessary to re-metal the heads of these rivets as well as three of the extremities of the sheet iron <sup>plates</sup>, as have been mentioned and these repairs will be sufficient.

After a careful examination of the forged part of the stern post I have reported it in perfect condition and that its welding with the <sup>main</sup> keel of the vessel leaves nothing to be desired.

As to the question put to me with regard to the keel and the depth of the vessel, I have nothing to add to my report of July 5<sup>th</sup>. This question should be reserved till the vessel can be examined at a port where there is a dry dock in which the blocks are sufficiently raised to allow the lateral sides of the garboards riveted on the keel & the under part of the keel to be easily seen and all this part can be scraped

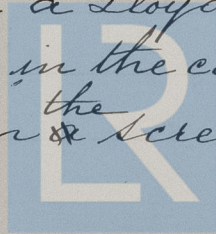


clean at the same time.

You say that the steamer "Amitié" has not run aground, that nothing in the sea protest of this vessel indicates it; but I cannot understand how it is that there is no damage resulting from this cause, considering that the sea protest might very easily have an omission which we ~~no~~ <sup>know</sup> nothing about and I am only able at present to refer to what I said to you in my report of July 5<sup>th</sup> viz: - that it is my impression that there is nothing broken or indented in the bottom of the steamer, but it is an impression & not an assertion.

With regard to the engines & boilers, I ought to tell you that I have not power to make a report to Lloyds so that the Committee may grant a certificate, but if you have any difficulty on this point it will be advantageous to you to ask the assistance of Mr. A. Le Saignier Lloyds Engineer Surveyor. This surveyor resides at Havre, 29 Place de l'Hotel de Ville but all the expenses of the voyage and the fees, which will probably be very high, owing to the distance, will be charged to the owner of the vessel.

I think, therefore, it will be better, if according <sup>to</sup> ~~to~~ <sup>with</sup> your wishes to reserve this survey for the first port where your steamer touches and where there will be a Lloyds Surveyor for engines and Boilers but in the case in which there will be a defect in <sup>the</sup> ~~a~~ screw shaft other



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than a torsion of from  $1\frac{1}{2}$  to  $2 \text{ m/m}$ , in this case,  
it will be indispensable to have the survey  
of Mt. A. Le. Laidier.

I am, Sir,  
etc

(signed) J. Vandercruyce.



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