

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book **No. 18** Survey held at **Nantes** Date, first Survey **5<sup>th</sup> January** Last Survey **5<sup>th</sup> January** 18**78**  
 on the **Screw Steamer "Cambonne"** Master **C. Pitol**

**TONNAGE** under Tonnage Deck  
 Ditto of Spar Deck, or Aching Deck  
 Ditto of Poop, or Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage **811**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam **525**  
 Engine Room  
 Reg. Tons as St mer, cut on Bm.

Built at **Newcastle** When built **1877** **9<sup>th</sup>**  
 Owners **L. Pergeline** Port belonging to **Nantes**  
 Residence **Nantes**  
 By whom built **Schlesinger** Destined Voyage **Cabotage**  
 If Surveyed Afloat or in Dry Dock **Afloat**

Length of Poop **205** ft. Ditto, Forecastle **28' 1"** ft. Ditto, Raised Quarter Deck **15' 3"** ft.  
 Last Survey, No. **195-85** Port **Iron**  
 Years assigned. **Classed** **+ 100A1**

## REPAIRS, OR EXAMINATION AS PER RULE

The Repairs which the Screw Steamer has undergone are:

A complete caulking ("mâtage") of the plating above the light water mark on the after part - The plating, inside, also on the after part, on the head of the rivets, Portland cement, for when the vessel was loaded it took in a great quantity of water by the edges & Rivets. The edges of the plates of the boiler have been caulked (p. mâté) & it has been found necessary to change three tubes of the boiler, these tubes being in a bad condition - The Water-Balast, used when the ship is required to sail without any cargo or other balast was badly distributed and placed the ship in a very bad and dangerous condition of navigability.

The screw was far too much out of water & when the vessel pitched, its action must have been of no use and the steering of the vessel impossible.

The imperfections which are owed to the bad workmanship of the water balast, have been remedied by additional Water balast being placed

Present Condition of the					
Decks	<b>Good</b>	Treenails	<b>(none)</b>	Windlass and Capstan	<b>Good</b>
Waterways	<b>do</b>	Breasthooks and Stemson	<b>Good</b>	Pumps	<b>do</b>
Comings	<b>do</b>	Transoms, Pointers, and Crutches	<b>do</b>	Boats	<b>do</b>
Upper Deck Beams & Fastenings	<b>do</b>	Timbers of the Frame at the openings	<b>do</b>	Masts, Yards, &c.	<b>do</b>
Lower Deck Beams & Fastenings	<b>do</b>	Ditto Ditto at other places	<b>do</b>	Condition, how ascertained	<b>By inspection</b>
Planksheers	<b>do</b>	Keelsons	<b>do</b>	Sails	<b>Complete &amp; Good</b>
Sheerstrakes	<b>do</b>	Clamps and Shelves	<b>do</b>	Anchors No. of	<b>do do</b>
Topsides	<b>do</b>	Ceiling	<b>do</b>	Cables	<b>do do</b>
Wales	<b>do</b>	Rudder	<b>do</b>	Hawsers and Warps	<b>do do</b>
Plank (Bottom) and Counter	<b>do</b>	Copper <b>When put on</b>	<b>When put on</b>	Standing & Running Rigging	<b>do</b>
Engine Room Skylights	<b>Good</b>	Caulking of	<b>good</b>		
Coal Bunker, Openings, Lids, &c.	<b>good</b>	Bottom, Deck, & Waterways	<b>good</b>		
General Observations, Opinion as to Class, &c.					

I am of opinion that this Screw Steamer should be continued in her former Class, that is to say **100A1**.

The Amount of Entry Fee ... £ **2** : " : " received by me, **£ 3-0-0**  
 Special ... £ **1** : " : " **6 February 1878**  
 Certificate (if required) ... £ " : " : "  
 (Travelling Expenses, if any, £ )

Committee's Minute **12th February, 1878.**

Character assigned **100A1**

Surveyor to Lloyd's Register of British and Foreign Shipping.

**Lloyd's Register Foundation**

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in the after part of the vessel -

The repairs here enumerated have been made to my entire satisfaction and place the ship once more in a condition that quite enables it to keep the class already assigned to it in the Register Book, i.e. 100.

Yours truly  
J. M. Smith



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