

# REPORT of SURVEY for REPAIRS, &c.

No. 56

(Received at London Office, 23/4/80)

No. in Survey held at *Nantes* Date, first Survey *16<sup>th</sup> April* Last Survey *20<sup>th</sup> April* 1880

Reg. Book. *1547* on the *S.S. 'Louis' [late Cynthia]* Master *Hecaud*

TONNAGE under Tonnage Deck *536*  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage *573*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, cut on Bm. *366*  
 Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*  
 Built at *Pt. Glasgow* When built *1872*  
 Owners *D. Bascle* Port belonging to *Nantes*  
 Residence *Quai Fosse - Nantes*  
 By whom built *Hamilton* Destined Voyage *Over Sea*  
 If Surveyed Afloat or in Dry Dock *Afloat*

Last Survey, No. *Port* *Classed*  
~~REPAIRS~~, OR EXAMINATION AS PER RULE *Special Survey N<sup>o</sup> 2.* *Classed previous to withdrawal of Character*  
 Cause of Repairs to be clearly stated.

In accordance with the request contained in Mr. Gillespie's letter of the 20<sup>th</sup> February 1880 and with the note on Messrs Paulsen & Davey's report dated 4<sup>th</sup> & 9<sup>th</sup> same month, on the arrival of the Screw Steamer "Cynthia" [now called "Louis"] at this port, I immediately went on board to have the remainder of Special Survey N<sup>o</sup> 2 for iron vessels complied with - survey which had not been completely undergone by this steamer in London.

This steamer having been surveyed outside by the Surveyors - and at the dates - above mentioned, her hold was cleared and the entire ceiling, which is moveable, was removed in order to examine the state of the inner surface of the outside plating. This having been done, the inner surface of all the plates [except under the cement] - all the frames and floors were scraped and found in good condition - these then received a new coat of painting. The cement was then

Present Condition of the					
Decks	<i>Good</i>	Treenails	<i>Good</i>	Windlass and Capstan	<i>Good</i>
Waterways	<i>"</i>	Breasthooks and Stenson	<i>Good</i>	Pumps	<i>do</i>
Comings	<i>"</i>	Transoms, Pointers, and Crutches	<i>Good</i>	Boats	<i>do</i>
Upper Deck Beams & Fastenings	<i>"</i>	Timbers of the Frame at the openings	<i>Good</i>	Masts, Yards, &c.	<i>do</i>
Lower Deck Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>Good</i>	Condition, how ascertained	<i>Inspection</i>
Planksheers	<i>Good</i>	Keelsons	<i>Good</i>	Sails	<i>Complete &amp; good</i>
Sheerstrakes	<i>Good</i>	Clamps and Shelves	<i>Good</i>	Anchors No. of	<i>do " do</i>
Topsides	<i>do</i>	Ceiling	<i>Good</i>	Cables	<i>do " do</i>
Wales	<i>do</i>	Rudder	<i>do</i>	Hawsers and Warps	<i>do " do</i>
Plank (Bottom) and Counter	<i>Good</i>	Copper (or Y.M.)	<i>When put on</i>	Standing & Running Rigging	<i>Good</i>
Engine Room Skylights	<i>Good</i>	Caulking of	<i>Good</i>		
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Bottom, Deck, & Waterways	<i>Good</i>		
General Observations, Opinion as to Class, &c.	<i>My opinion is that this steamer is eligible to receive the character which was formerly assigned to her: viz. 90A.1. with the record of Special Survey N<sup>o</sup> 2. 1880.</i>				

to receive the character which was formerly assigned to her: viz. 90A.1. with the record of Special Survey N<sup>o</sup> 2. 1880.

Reclassing  
 The Amount of Entry Fee ... £ 1 : 0 : 0 received by me,  
 Special ... £ 2 : 10 : 0 21 April 1880  
 Certificate (if required) ... £ " : 7 : 6  
 to be sent as per margin...  
 (Travelling Expenses, if any, £ )  
 Committee's Minute  
 Character assigned *90A.1*  
*BY MS. 2-80*  
 Tuesday, April, 27<sup>th</sup> 1880.  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 Lloyd's Register Foundation  
 (Letter to Owner 29/4/80)

IRON 492-0180



then examined and found good. The Windlass [Hartfield's Patent] was inspected and found very good.

The chains and anchors after careful examination were found complete and in good condition.

The water Ballast, which is at the Stern of the vessel was tested and found to be perfectly watertight.

The engines and boiler after inspection have been found in good condition.

The masts, sails, standing and running rigging as well as equipment are complete and in good & efficient condition.

This steamer is in a very good and seaworthy state.

*G. J. Smith*  
*G. J. Smith*



© 2019

Lloyd's Register  
Foundation