

IRON SHIP. 23904

No. 34 Survey held at Stockton Date, First Survey 9th July Last Survey 9th July 1879

On the Steamer "Clymene" Master E. Hall

TONNAGE under Tonnage Deck } 1384.05 ONE OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third, Spar, or Awning Deck }
 Ditto of Poop, or Deck } 55.59 SPAR, OR AWNING DECKED VESSEL.
 Ditto of Houses on Deck } 3.64 HALF BREADTH (moulded) 16.5
 Ditto of Forecastle } 23.90 DEPTH from upper part of Keel to top of Upper Deck Beams 33.9
 Gross Tonnage } 1509.28 GIRTH of Half Midship Frame (as per Rule) 36.2
 Less Crew Space } 52.21 1st NUMBER 76.4
 Less Engine Room } 482.97 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] 69.4
 Register Tonnage as cut on Beam } 974.10 LENGTH 243.7
 2nd NUMBER 16888
 PROPORTIONS—Breadths to Length Underline 1/2
 Depths to Length—Upper Deck to Keel Underline 1/2
 Main Deck ditto .. Underline 1/2

Built at Stockton
 When built 1879 Launched 5th Jun
 By whom built W Pearce & Co
 Owners A. Blake & Co
 Port belonging to Southern
 Destined Voyage Mediterranean
 If Surveyed while Building, Afloat, or in Dry Dock. Special Survey during Building

LENGTH on deck as per Rule ... 243.7 Breadth Moulded ... 32.10 DEPTH top of Floors to Upper Deck Beams ... 22.0 Power of Engines ... 140 No. of Decks with flat laid ... Two
 Do. do. Main Deck Beams ... 18.0 No. of Tiers of Beams ... Three

Dimensions of Ship per Register, length 243 breadth 33.05 depth, 22

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 2 1/2	9 x 2 1/2	FLAT KEEL PLATES, breadth and thickness	36	11
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	36	11
STERN-POST for Rudder do. do.	9 x 4 3/4	8 1/2 x 5	" of doubling at Bilge, or increased thickness, and length applied <u>inward</u>	10	10
" " for Propeller	9 x 4 3/4	8 1/2 x 5	" fin up part of Bilge to l.r. edge of Sh'rstrake.	40 1/2	12
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	(Class 24, 100A)	" Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	40 1/2	12
FRAMES, Angle Iron, for 3/4 length amidships	4 1/2 x 3	4 1/2 x 3	" Up. or Spar Dk. Sh'rstrake, breadth & thickness	13 1/2	10
Do. for 1/2 at each end	4 1/2 x 3	4 1/2 x 3	Butt Straps to outside plating, breadth & thickness	13 1/2	10
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3	Lengths of Plating	120	120
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	21 x 9	21 x 9	Shifts of Plating, and Stringers	48	48
" thickness at the ends of vessel	21 x 9	21 x 9	Gunwale Plate on ends of <u>Awning Spar</u>	35	9
" depth at 3/4 the half-bdth. as per Rule	10 1/2	10 1/2	Upper Deck Beams, breadth and thickness	4 x 4 x 9	4 x 4 x 9
" height extended at the Bilges	42	42	Angle Iron on ditto	4 x 4 x 9	4 x 4 x 9
BEAMS, Upper, Spar, or Awning Deck	5 1/2 x 3	5 1/2 x 3	Tie Plates fore and aft, outside Hatchways		
Single or double Ang. Iron, Plate or Tee Bulb Iron	5 1/2 x 3	5 1/2 x 3	Diagonal Tie Plates on Beams No. of Pairs		
Single or double Angle Iron on Upper edge	8 1/2 x 3	8 1/2 x 3	Planksheer material and scantling		
Average space	24	24	Waterways do. do.		
BEAMS, Main, or Middle Deck	5 1/2 x 3	5 1/2 x 3	Flat of Upper Deck do. do.	6	6
Single or double Ang. Iron, Plate or Tee Bulb Iron	5 1/2 x 3	5 1/2 x 3	How fastened to Beams	10	10
Single or double Angle Iron, on Upper Edge	8 1/2 x 3	8 1/2 x 3	Stringer Plate on ends of Main or Middle Deck	35	35
Average space	24	24	Beams, breadth and thickness		
BEAMS, Lower Deck, Hold, or Orlop	9 x 3	9 x 3	Is the Stringer Plate attached to the outside plating? <u>Yes</u>		
Single or double Ang. Iron, Plate or Tee Bulb Iron	9 x 3	9 x 3	Angle Irons on ditto, No. <u>Two</u>	4 x 4 x 9	4 x 4 x 9
Single or double Angle Iron on Upper Edge	8 1/2 x 3	8 1/2 x 3	Tie Plates, outside Hatchways		
Average space	4	4	Diagonal Tie Plates on Beams, No. of pairs		
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	17 x 12	17 x 12	Waterways materials and scantlings		
" Rider Plate	10 1/4 x 12	10 1/4 x 12	Flat of Middle Deck do. do.	6	6
" Bulb Plate to Intercoastal Keelson	5 x 4	5 x 4	How fastened to Beams	10	10
" Angle Irons	5 x 4	5 x 4	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	31	31
" Double Angle Iron Side Keelson	18 x 8	18 x 8	Is the Stringer Plate attached to the outside plating? <u>Yes</u>		
" Side Intercoastal Plate	5 x 4	5 x 4	Angle Irons on ditto, No. <u>3</u>	4 x 4 x 9	4 x 4 x 9
" do. Angle Irons	3 x 3	3 x 3	Stringer or Tie Plates, outside Hatchways	5 x 4 x 9	5 x 4 x 9
" Attached to outside plating with angle iron	5 x 4	5 x 4	Flat of Lower Deck		
BILGE Angle Irons	5 x 4	5 x 4	Ceiling betwixt Decks, thickness and material	3 1/4 bottom	3 1/4
" do. Bulb Iron	8 x 8	8 x 8	" in hold do. <u>Rivets & Studs</u>	2 1/2	2 1/2
" do. Intercoastal plates riveted to plating for length	8 x 8	8 x 8	Main piece of Rudder, diameter at head	6 3/4	6 3/4
BILGE STRINGER Angle Irons	5 x 4	5 x 4	do. at heel	3 1/4	3 1/4
Intercoastal plates riveted to plating for 1/2 length	5 1/2 x 3	5 1/2 x 3	Can the Rudder be unshipped afloat? <u>Yes</u>		
SIDE STRINGER Angle Irons	9 1/2 x 5	9 1/2 x 5	Bulkheads No. <u>4</u> Thickness of plates	6 x 5	6 x 5

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Cameron & Walker Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 4 apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to top of main deck and to Gunwale alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 4 ins. from centre to centre.
 Butts of three Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/6 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 4 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5
 Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted? And how properly shifted strapped and riveted
 Waterway, how secured to Beams (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Welded knees riveted to frames No. of Breasthooks, Five Crutches, Iron
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Stockton Malleable Coy
 Manufacturer's name or trade mark, Bowenfeld & Hartlepool Malleable Coy

The above is a correct description.
 Builder's Signature, M. PEARSE & CO Surveyor's Signature, M. Gardner
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 866 - 0101

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
 Are the fillings between the ribs and plates solid single pieces? *Yes*
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
 Do any rivets break into or through the seams or butts of the plating? *Yes Several in the seams at Butt riveting*

Masts, Bowsprit, Yards, &c., are *Iron & Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit
Foremast Length 44 feet Diameter 23" as per approved plan
Mainmast " " " " " " " "
Bowsprit Iron tested Cold

N ^o	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.					
								N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.	
	Fore Sails,	Chain	240	1 1/2	51.5-0.0	240.1 1/2	47 1/2	Bowers	1	28-3-21	24.17-2.0	25-2-0	25 3/4 lbs
	Fore Top Sails,								1	34-2-0	26-15-0.0	25-2-0	25 3/4 lbs
	Fore Topmast Stay Sails								1	34-0-0	23-17-2.0	21-2-20	22 3/4 lbs
	Main Sails,	Strm Cbl	75	1 1/2	20.3/4	75-1	18 lbs	Stream	1	9-0-0	11-2-2.0	8-2-0	10 3/4 lbs
	Main Top Sails,	Hawsers	90	4 x 6		90.10		Kedges	1	4-3-7	7.5-0.0	4-1-0	6 1/2 lbs
	Main Top Sails,	Towlines	90	10		90.11			1	3-1-7	4.17-2.0	2-1-0	4 1/2 lbs
	and other rigging	Warps	120	5 1/2		90.6							

Standing and Running Rigging *Wm Hempmanillo* sufficient in size and *good* in quality. She has *two* Long Boats and *two* others
 The Windlass is *Emerson & Walker's* Capstan *Iron* and Rudder *Iron* Pumps *Iron*

Engine Room Skylights.—How constructed? *Leak and Bull's Eyes* How secured in ordinary weather? *Slide rods & Hinges*
 What arrangements for deadlights in bad weather? *Tarpaulings*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Hatch bars* Height above deck? *2 feet*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Seven ports mooring pipes and scuppers on each side*

Cargo Hatchways.—How formed? *Iron rounded corners*
 State size *Main Hatch 24 x 11* Forehatch *8 x 6* *after* Quarterhatch *24 x 11'*

If of extraordinary size, state how framed and secured? *Main and after Hatch two deep web plates and*
 What arrangement for shifting beams? *Three fore & after*

Hatches, If strong and efficient? *Yes Solid 2 3/4 thick*

Order for Special Survey No. *425*
 Date *23rd Dec. 1878*
 Order for Ordinary Survey No. _____
 Date _____
 No. *190* in builder's yard.
 DATES OF SURVEYS held while building as per Section 18.
 1st. On the several parts of the frame, when in place, and before the plating was wrought }
 2nd. On the plating during the process of riveting }
 3rd. When the beams were in and fastened, and before the decks were laid... }
 4th. When the ship was complete, and before the plating was finally coated or cemented.. }
 5th. After the ship was launched and equipped }
First Survey 9th Jan'y 1879
Last Survey 9th July "
 General Remarks (State quality of workmanship, &c.) *Good*

I is furnished with Poop and Topgallant Forecastle in accordance with the Election plan and build-up section submitted and approved herewith returned. Double Stanchions have been fitted in Hold fitted all fore & aft. The double bottom tested to the load line as required by the Rules
Mr Davidson

M. PEARSE & CO
W. S. Gardner

State if ~~one, two, or three~~ *two* decked vessel, or if ~~open, or running~~ *closed*; and the lengths of poop, fore-castle, or raised quarter-deck, and the length of double, or part double bottom.
 How are the surfaces preserved from oxidation? Inside *with Cement & Paint* Outside *with paint*

I am of opinion this Vessel should be Classed *100 A 1*

The amount of the Entry Fee ... £ *5* : - : - is received by me, }
 Special ... £ *61* : *8* : *6* *15th July 1879* }
 Certificate ... : : :
 (Travelling Expenses, if any, £ _____)

Mr Davidson
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 This vessel appears eligible to be classed as recommended viz

Committee's Minute *18th July, 1879.*

Character assigned *100 A 1*
2 Iron Decks 2 Iron Decks
2 Iron Decks
2 Iron Decks

100 A 1
 Lloyd's Register of Shipping
 Foundation