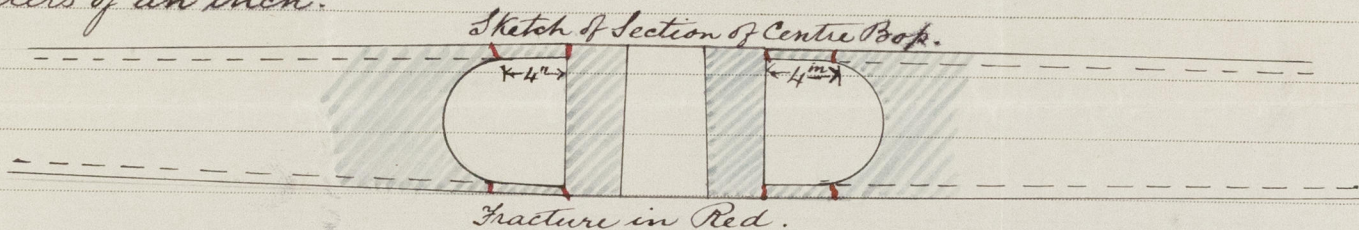


Report of Survey for Repairs of Engines and Boilers.

No. 26380
 (Received at London Office, 2/8/80)
 No. in Reg. Book. *Malta* Date, first Survey *Jan 18th* Last Survey *Feb. 15th 1880.*
 Supp. 15 on the Machinery of the *Iron S. S. "Clymene"* (Number of Visits *12.*)
 Tonnage, Gross *1509.* Built at *Stockton* When built *1879*
 Ditto, Net *974* Owners *A. Cloake & Co* Port belonging to *London*
 Diameter of Cylinder *32" & 60"* Engines made by *Blair & Co. "him"* When made *1879.*
 Length of Stroke *39"* Boilers made by *do* When made *1879.*
 Pressure of Steam *82 lbs* If Surveyed Afloat or in Dry Dock *Afloat & Dock Pontoon* Years assigned *100. A 1*
 Registered Horse Power *140* Classed *7. 79.*
 Last Survey No. *Stockton*

Particulars of Repairs and Examination *This vessel came into port in a nearly disabled condition on Sunday, Jan 18th, on examination of the machinery I found the low pressure piston broken & lying at the bottom of cylinder & cylinder cracked for several feet round the flange, on a subsequent occasion I examined the piston, then lying up on deck, I found that the centre bop into which piston rod fits had torn out of the body of the piston, carrying away a ring of the metal of the top & bottom sides, there being no further connection between this bop & outer part of piston except by these sides, the internal ribs, not running into centre bop by about 4 inches, the thickness of metal of top & bottom is barely three quarters of an inch.*



I had no opportunity of examining the interior of new piston supplied from England by the makers of the Engines, as the Captain of vessel objected to taking out core plug or tampering with piston in any way, as he was afraid it might result in a lawsuit, & he argued that the old piston had passed all surveys & had stood the work for about six months, so that all that could be done was to put the new piston to as severe a proof as possible under steam, by letting in full steam from auxiliary starting valve, which was done on the trial run from dock to new harbour. The interior of cylinders both High & Low Pressure are also in a very unsatisfactory condition, for a nearly new ship. The high pressure cylinder is much scored, and low pressure cylinder oval, P.T.O. it has -

General Observations, Opinion, and Recommendation:— *This vessel has been rendered fit for the voyage home, but on her arrival in England it will be necessary to make the permanent repairs to rudder & Stern Post, and it would be advisable that machinery be overhauled.*

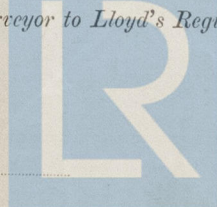
Entry or Registering Fee *£ 10 : 10 : -* received by me, *Jm Hinchcliffe*
 Survey Fee ... *£ 10 : 10 : -*
 Certificate (if required) ... *£ 10 : 10 : -* Feb 18th 1880
 (Travelling Expenses, if any, £)

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

18

Assigned



Lloyd's Register
Foundation

Iron 492-0107

it has already been chipped at top & bottom to take off the shoulders
room at port & starboard sides. The Shafting & Boilers were carefully
examined, and spare Propeller put on.

The vessel has also sustained further damage, the outer Stern
post & rudder being carried away, full particulars of which, and the
temporary repairs to same, are shewn in annexed reports of surveys
and sketch attached thereto

This submitted that this
vessel is eligible to remain
as cleared subject to
the machinery being
reinspected before
return to
England
J. Miller
2/3/80

