

At the request of Captain C. Hall with the intervention of Mr. Mich. Agzopardi as Agent, we the undersigned on the day of the date hereof proceeded on board the S. S. *Clymene* of London, for the purpose of ascertaining the nature & extent of the damages sustained by the said vessel while on a voyage from Alexandria bound to London with a general cargo, and also to advise as to the necessary measures of repair of same to enable the vessel to proceed, and find as follows.

The more serious portions of the damages are to the Stern Post & Rudder, and piston of low pressure engine. On examination we find that the outer Stern or Rudder Post is broken short off and gone, at about (7) seven inches below the 18 ft mark, and rudder also about $(14\frac{1}{2})$ four & a half feet below it. On lifting the cover of low pressure cylinder the piston was seen to be lying broken at bottom of cylinder, and the cylinder cover found to be cracked along the angle of flange for several feet.

To make good these damages in the readiest manner, and enable the vessel safely to proceed to her destination, we recommend that a new piston & cylinder cover be procured from England, and that the rudder & Stern Post be temporarily repaired here, the vessel will therefore have to be docked, and as only the small pontoon of Hydraulic Dock is available the whole of the cargo will have to be discharged, & boats, anchors & cables

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taken out of her, so that she may be safely floated.

On deck & elsewhere there are also several losses & damages viz The Starboard Stay & Stand of Steering Gear, & Wood pillar of the Wheel grating, are broken & bent. The foot of Iron Bridge ladder carried away, One Seat Engine Room skylight cover, 6 Bulbeye Glasses, & Iron stay rod broken. Starboard Lifeboat seriously damaged, 1 Manhole cover of Boiler casing lost 2 Windvails used to Exhaust through spoil Upper Bridge Ladder handrail bent, On Cargo Derrick 2 fore sheets 1 Iron Snatch Block and the following stores used for making a sea anchor viz 1 coil $2\frac{1}{2}$ in. rope, 1 coil 15 thread wire, & one 100 lb Manilla Tow Line, are damaged the Derrick & Snatch Block being broken, and ropes cut & chafed and rendered unserviceable. Ridge Pole for awning chafed & Sheep Pen all adrift & frame broken. Deck Steam Pipe in Alleyway burst. Butts of Plates principally in Sincerstrake about Fore & Main rigging seem started in the caulking.

If the above damages we recommend that the following be made good here, the remainder being done here or in England as may be found most convenient. The steering gear temporarily repaired & put in working order, replacement of broken castings &c & permanent repairs to be made in England. The Engine Room skylight & Bulbeyes repaired, a Life Boat to be opened out & defects made good, and if procurable here the Tow Line to be replaced by a new one.

During the discharge of the Cargo, the

broken rudder be unshipped & sent to the work-
shop. The broken piston & piston rod removed
from cylinder & Engines & Boilers opened out
for further examination, which we reserve to
make, on vessel being docked we also reserve
to make further examination of hull, propeller
&c, when the temporary repairs to rudder &
rudder post, will be definitely arranged.

Given under our hands this 18th day
of January 1880, Valletta, Malta.

Wm Hinchcliffe

J. Plews

M. S. Alsop

L. Stairs

Surveyors



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S. S. Clymene

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Referring to our report of survey dated 18th Inst on the S. S. Clymene we the undersigned have now to state that on the day of the date hereof we again proceeded on board the said vessel for the purpose of making a further examination of her machinery, and find as follows.

The broken piston has been removed from cylinder and got up on deck on examination we find that the central boss into which piston rod fits, has broken away from the body of the piston, carrying away a ring of the metal of top & bottom sides about 4 inches in width. On carefully examining the interior of cylinder, no flaw or damage of any kind could be discovered, the shafting was also opened out, & turned round in our presence. The crank pins & bearings were closely examined but further than two broken bolts in coupling of after length of shaft, no defect of any kind could be seen. The main boiler was also examined, but only a light coat of salt has formed in the interior, and no damage may be said to have been sustained by the unusual way in which it was worked after the accident; an overhaul will however be desirable on arrival home of Engines & Boilers.

Given under our hands this 24th day of January 1880. Valletta, Malta.
Wm. Hinchcliffe



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Referring to our report of surveys dated 18th & 24th Inst on the S. S. *Elymene* we the undersigned have now to state that on the day of the date hereof we again visited the said vessel, and find as follows.

The cargo having been discharged and vessel lightened, she was in our presence lifted high & dry on the small pontoon of the Hydraulic Dock, on examination we find that the Stern Post is broken, at the upper part as before stated at the lower part it is broken in heel piece at a distance of three feet & eight inches (3ft 8in) from inner stern post, the fractured part showing all the signs of having been imperfectly welded at this scarp. There only being an attachment of a thin skin of metal on the surface, the interior shewing the wedge form & hammered surface, which is worn quite smooth from the movement in vibration proving that welding in the interior never took place, the position of fractures is shewn in the annexed sketch also the method of temporary repair. This will be as follows. A temporary stern post to be formed out of two pieces of old keel bar now lying in the yard at Dock works, the heel piece to be prolonged by means of a box girder, and gusset plates made & fitted at top & bottom of post, as shewn, the plates of girder & gusset plates to be $\frac{17}{16}$ of an inch in thickness & angle irons of $5" \times 4" \times \frac{7}{16}$, a cast iron step block & two pintle straps being made & fixed to attach rudder.

The rudder to have a temporary main piece



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piece welded on to fractured part, the step and pintle being turned before welding up the pintle broken off to be replaced by hole being bored up into main piece and loose pintle turned to fit the back part of rudder to be formed by means of a piece of iron forged to fit into a slot at bottom part of main piece & three bars of flat iron bent to the shape, the inner one to fill space between forged piece at bottom, and fractured piece at upper part the two outside bars to scarf over them the rudder to be plated longitudinally over all, stops to be formed on rudder & stern post by short pieces of angle iron

On examining propeller we found that it seems to have fouled some part of rudder or stern post as they were carried away, the edges of blades being chipped at the ends, and as it will be necessary to remove the propeller for examination of outer length of shaft, we recommend that the spare one be put on in place of it, in case it may be flawed, new bolts will have to be substituted for the broken ones in outer length of shaft when same is reconnected.

From examination of the hull we find that paint is much scratched & rubbed off from chafing of sea anchor, and as the butts of upper strakes have to be scraped & examined, we recommend that exterior of vessel be repainted

Reserving to inspect the work during progress of the repairs, and to test rudder before vessel is lowered, and also to make a final survey with the machinery under steam in a run from Dock to her berth in the Great Harbour

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Harbour, sufficient coals being shipped for that purpose before lowering.

Owing to the discharge of the cargo all the dividing & some of the hold mats altogether (100) seven hundred in number have been spoilt, and will have to be replaced by new in reshipping the cargo.

Given under our hands this 2nd day of February 1880. Valletta, Malta.

W^m Hinchcliffe

L. Plews

M. S. Alsop

L. Stains

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S. S. Clymene

Referring to our reports of surveys, dated 18th & 24th January & 2nd Inst. we the undersigned have now to state that on the day of the date hereof we again proceeded on board the S. S. Clymene, for the purpose of holding a final survey, having inspected the work from time to time during the progress of the repairs, and examined the outer length of shaft and propeller after fixing, finding same to be without damage or defect, and also tested the rudder when same was connected with steering gear after the temporary repairs were completed, finding same to work over easily to original positions both port & starboard without undue strain, and we now find as follows.

Steam being got up, the vessel was un-masted, and engines started, and worked both ahead & astern without hitch or difficulty of any kind, during the run to Great Harbour we took indicator diagrams at full & half speeds from low pressure engine, and found same to be working well very good diagrams being obtained.

We therefore consider the vessel to be now in a good & seaworthy condition to reload her cargo & proceed in the prosecution of her voyage.

Given under our hands this 15th day of February 1880. Valletta Malta.

H. Hinchcliffe

J. Plews

M. A. Alsop

S. Stains

Lieut. Col. S. S. S.

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