

# REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, )

No. 18 Survey held at London  
eg. Book.

Date, first Survey 17 Jan<sup>1</sup> Last Survey 2 Feb<sup>7</sup> 1883

on the Iron S S "Clymene"

(No. of Visits) Master Hall

TONNAGE under Tonnage Deck 1384

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

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as St' mer, cut on Bm.

Built at Stockton

When built 1879

YEAR. MONTH.

Owners H Cloake & Co

Port belonging to London

Residence

By whom built Pearse & Co

Destined Voyage not fixed

If Surveyed Afloat or in Dry Dock Lincklin Dry Dk

(State Name of Dock)

Years assigned.

Character in Register Book.

Length of Poop

ft. Ditto, Forecastle

ft. Ditto, Raised Quarter Deck

ft.

Classed

100.A1.

3.82

Last Survey, No. 5560 Port Npt

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

Society's Load-Line (if assigned) as painted on Ship

OR  
Society's Freeboard (if assigned) as painted on Ship

Damage & S S No 1

On port side abaft fore rigging. One bulwark plate two sheerstrake plates and one plate in each of the four strakes immediately below the sheerstrake. One upper deck stringer plate and angle bar, ~~two~~ two lower deck stringer plates and angle bar, and one hold stringer plate with angle bar, all new.

One new length of frame from gunwale to three feet below hold stringer and one piece of reverse bar for same, from gunwale to six feet below hold stringer. One piece of rail angle iron straightened, one length of main rail renewed, two bulwark stanchions straightened, and

Present Condition of the

Decks	good	Greenails	Rivets	good	Windlass and Capstan	good
Waterways	—	Breasthooks and Stemson	—	—	Pumps	5 H <sup>o</sup>
Comings	—	Transoms, Pointers, and Crutches	—	—	Boats	4 H <sup>o</sup>
Upper Deck Beams & Fastenings	—	Timbers of the Frame at the openings	—	—	Masts, Yards, &c.	—
Lower Deck Beams & Fastenings	—	Ditto Ditto at other places	—	—	Condition, how ascertained	By examination
Planksheers	—	Keelsons	—	—	Sails	good
Sheerstrakes	—	Clamps and Shelves	—	—	Anchors	No. of 3 B - 15 - 2 K
Topsides	—	Ceiling	—	—	Cables	good when seen
Wales	—	Rudder	—	—	Hawsers and Warps	7 H <sup>o</sup> (3 new)
Plank (Bottom) and Counter	—	Copper (or Y.M.) When put on	—	—	Standing & Running Rigging	good
Engine Room Skylights	good	(State if on Felt.)	—	—	Cargo and Main Hatchways	good
General Observations, Opinion as to Class, &c.	—	Cement (if Iron Ship)	1879	—	Hatches	good
	—	Caulking of Bottom, Deck, & Waterways	—	—		
	—	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good	

She is now in good condition, eligible in our opinion to continue as classed and to have S. S. Iron No 1. 1883 recorded.

The Amount of Entry Fee ... £ 4 : 4 :  
Special ... £ 4 : 4 :

received by me, }  
12.2 1883 }

Certificate (if required) }  
to be sent as per margin... } £ 5 :

(Travelling Expenses, if any, £ )

Committee's Minute

Character assigned

Friday, 9th February, 1883.

John H Heck

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

100A  
S S No 1 - 1883  
TAYLOR & SON, Commercial Steam Printers, 19, Old Street Goswell Road, London



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Lloyd's Register Foundation

8550-699907



one new door for port in bulwark.

Collision bulkhead recaulked where necessary and tested by a hose and water.

Fore bulkhead of engine and boiler room partly reriveted, the plates and angle irons straightened and two additional horizontal angle irons  $4" \times 3" \times \frac{1}{2}"$  fitted.

The shifting beam for fore hatch on lower deck renewed, and two half beams on upper deck straightened, with new knee end on one of same welded on.

One stringer plate, one margin plank of teak and four ordinary planks renewed on bridge house deck.

Five battens in between decks and four planks of the close ceiling renewed in fore hold.

Two new cast iron socket pipes and one lead suction pipe for pumps also one scupper pipe and box renewed, all in fore hold.

Iron stem plate fitted on the fore port boat and two new stakes of planking on the starboard quarter boat, one davit for the latter boat straightened and the socket for same rebolted the fore peak. fore hold and the new work painted throughout.

Bottom scraped, examined, and painted outside, all ceiling removed and the tanks tested by a column of water equal in height to the light water line, the tank tops payed over with tar and cement and the floors and bilges, cleaned, examined and cement washed.

John H Heck  
Wm. C. Dacey