

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 2<sup>nd</sup> Sep 1896 When handed in at Local Office 18 Port of London

No. in Reg. Book 882 Survey held at London Date, First Survey 25 Aug. Last Survey 31 Aug. 1896

on the Wood, Iron or Steel S.S. "Clymene" Master 4' Tucker

1442 GROSS 1519  
1316 UNDER DEK. 1384  
896 NET 946

Built at Stockton By whom Mr. Pearce & Co When 1879 6

Owners H. J. Cloake & Co Port belonging to London

Owners' Address (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? - Name of Dock Kidonia Dock Destined Voyage Mediterranean Port

WB=CellDBorDBa 68 feet; uE&B 44 feet; f 44 feet; }  
total capacity tons. FPT tons; APT tons; MT feet tons. }

N.B.—All alterations in the existing records should be underlined.  
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 33730 Port New

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A.1.		BS695
4.95.		Smf 4.91
S.S. Off. 4.3-2.92.		

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 5 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part Special Survey 4:1.

The fore and after peaks cleared and examined and ironwork in same scaled and repainted.  
Chain cables ranged.  
Four lengths of the suction pipe to fire water ballast tank renewed in boiler room.

To complete S.S. 4:1:— The whole of this survey remains to be done excepting the fore and after peaks, chain cables, the upper tween decks of the side bunkers, the masts spars and rigging above the deck and the examination in dry dock.

The survey will be further advanced upon vessel's return to U.K.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..								
Faired or Repaired ...								

  

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder	Hatches
Decks <u>Good</u>	<u>Good</u>	<u>Part seen Good</u>	<u>Good</u>
Waterways <u>"</u>	ditto at other places <u>"</u>	Windlass & Capstan <u>"</u>	Boats <u>"</u>
Coamings <u>"</u>	Keelsons <u>Part seen</u>	Have Pumps now been examined and found efficient? <u>"</u>	Masts, Yards, &c. <u>"</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Stringers, Clamps & Shells <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>"</u>	Condition, how ascertained <u>From dk</u>
Low'r Dk. Beams & Fastenings <u>"</u>	Salting <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>"</u>	(State if wedges removed <u>"</u> )
Plating <u>Part seen</u>	Cement or Asphalt <u>"</u>	Dblng. Plates under Sounding Pipes <u>"</u>	Sails <u>"</u>
Planking <u>"</u>	Tanks <u>"</u>	Engine Room Skylights <u>Good</u>	Equipment letter <u>"</u>
Rivets or Treennails <u>"</u>	Caulking of Botm, D'k, & Wat'rw'ys <u>"</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Anchors, No. of <u>3 B. 1 S. 2 K.</u>
Breasthooks & Stomson <u>"</u>	Copper, or Y.M. <u>"</u>	Scuppers <u>"</u>	Cables (State if now ranged) <u>Yes</u>
Transoms, Pointers, & Crutches <u>"</u>	When put on, Month <u>"</u> Year <u>"</u>	Cargo & Main H'tohw'ys <u>"</u>	" length <u>270 fms</u> size <u>1 1/2</u>
			(on board)
			" Rule length <u>240 "</u> size <u>1 1/2</u>
			(per Table 22)
			Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>"</u>

### General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel, so far as seen, is now in good and efficient condition and eligible in my opinion to remain as classed without record of present survey.

Office Fee (if chargeable) per Scale II, Sec. 27	Survey Fee (per Section 28)	Special Damage or Repair Fee (if any) (per Sec. 28)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for,
£	£	£	£	£	18
					Received by me,
					18

E. B. Champness  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. 8 SEP 1896 FRI 6 NOV 1896 TUES 25 MAY 1897

Character assigned Deferred for completion of W.1. L.R. 6.8.96

Rpt to hwc 28/4/97 Misc. Ann. (misc) 2.8.9.96 pt. no. 1 White Owl 28/4/96

Is a Key? If also sent near on the Machinery of the Ship If not, state whether, and when, one will be sent

Is Certificate required? If so to be sent to

1920-01E N07

Classing Committee

Feb. 26. 1897

Deferred

Del: + write  
over (Tel. 2-9)

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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