

(Received at London Office 15 APR 1948)

No. 23652.

REPORT OF SURVEY FOR REPAIRS, &c.

Report... 9/4/1948 When handed in at Local Office... 9/4/1948 Port of GREENOCK.
 Survey held at James Watt Dock, Greenock. Date, First Survey 16/9/47 Last Survey 20/3/1948
 on the ~~XXXXXX~~ Steel Sc. "MARGARET CLUNIES" ex "Mullion Cove".

Built at Sunderland By whom Bartram & Sons, Ltd. When 1945
 Owners Margareta Steamship Co., Ltd. Owners' Address - - -
 Managers - - - Port belonging to LONDON.

Afloat or in Dry Dock? Afloat Name of Dock - - - Destined Voyage - - -

DBa feet; uE & B feet; f feet
 acity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

All alterations in the existing records should be underlined.

Report, No. Port

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete
 should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations
 frequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to
 uses; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the
 out of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form.
 the dates and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he
 rendered his services for this purpose and to whom and why they were declined

Particulars of Classification (which must be inserted
 precisely as in Register Book & Supplements)

CHARACTER * for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
(Classification Contemplated.)	
not in R.M.	
(Cargo battens not fitted.)	

Society's Freeboard (if assigned) as painted on Ship and now verified } 11 ft. 7 1/2 ins.

Was a damage report made by anyone else? if so, by whom?
 OR EXAMINATION AS PER RULE, FOR Conversion from Admiralty Depot Ship to Merchant Service and
 General Examination.

Conversion Work: The additional decks, bulkheads and accommodation required by vessel
 when operating as a Depot ship have been removed, with the exception of a lower platform
 fitted at the forward and after ends of No. 2 hold and a platform immediately abaft the
 E.R. bulkhead carrying electrical equipment and machinery.
 About three thousand tons of pig iron and stone ballast have been removed from the lower
 holds and deep tank spaces and a large number of special Admiralty fittings, including
 gear platforms, removed from decks, tween deck and hold spaces.
 Sidelights in the tween deck spaces (total 27P. and 27S.) have been removed and the
 apertures in shell suitably closed by fitted plates E.W. in position.

OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
wed ...								
ived and Fairred or Repaired								
d or Repaired in place								

CONDITION OF THE

Pt. exd. good.	Bulkheads	good.	Engine Room Skylights	good	Copper, or Y.M.	-
Decks " " "	XXXXXX		XXXXXX Openings, Covers, &c.	"	(State if on Felt.)	
fastenings	Cement XXXXXX	Pt. Exd. "	Oil Bunkers etc.	"	When fitted, Month	Year
ing. Pt. exd. "	XXXXXX		Scuppers	"	Boats	good
In way of sidelights " "	Steering gear and its connections	good	Cargo Hatchways	"	Masts, Yards, &c.	"
ames	Windlass	"	Hatches	"	Condition, how ascertained	from deck
ils Pt. exd. good	Have pumps been examined and found effi-	cient? Yes.	Planking		(State if wedges removed.)	
" " "	XXXXXX		Caulking		Equipment letter	a4
" " "	Have Watertight Doors been examined and found	efficient See Rpt. Yes.	Treenails		Anchors, No. of	2B
" " "	Have Ventilators and their Coamings been	examined and found efficient? Yes.	Breasthooks & Stemson		Cables (State if new ranged)	No.
om Plating	Air and Sounding Pipes	Pt. exd. good	Transoms, Pointers & Crutches		stated	
anks been examined internally	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		" length 270 mean diamr 2" Tayco	
anks been tested? Rpt.			" " at other places		(on board.)	
			Stringers, Clamps & Shelves		" Rule length 270 size 2 5 ordy.	
			Salting		Chain Locker	16
			State if examined.		Hawsers & Warps	good
					Standing and Running Rigging	"
					Sails	-

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
 survey, thus, for example: "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of
 ay, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

This vessel in in a good and efficient condition and worthy in our opinion to be assigned a
 ion of "Class Contemplated" and record of "Examined 3.48" (6 months) subject to leaking side
 rivets in way of port F.W. side tank (cement box fitted) being dealt with at next dry docking.
 This vessel was dry docked in Glasgow in January 1948 and recommended for record of
 ng Survey 1.48 subject to permanent repairs to shell plating and etc. (S.S.F.) at Owners
 nience.

(per Section 29)	£	Fees applied for,
age or Repair Fee (if any)	200	19
ec. 29)	44	Received by me,
spenses (if chargeable)		19
Surveyor's Fee (if any)		

GLASGOW 13 APR 1948
 Assigned 1.48 Gls. (on Gls. 72438) subject
 (Classification Contemplated)
 Examined 3.48 (6 mos)

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

Is Certificate required? If so, be sent to

664721-004724-02271/3

Sc. "MARGARET CLUNIES"

Conversion Work. (Contd.)

A large number of holes in the W.T. bulkheads and decks have been fitted with E.W. doubling plates where various ventilator and piping systems have been dispensed with.

The ventilators to various holds and tween deck spaces were modified to conform to Rule requirements.

Main Cargo Hatches. These were built up in accordance with the approved plans, the coaming plates being .44 at sides and ends with B.A. stiffeners and supports, and having the necessary slide and rest bars, cleats, battening arrangements with locking bars to all hatches.

Hatch beams were supplied and fitted as were the wood hatch covers and tarpaulins.

The second deck main hatches were also dealt with as per approved plans, except No. 3 Hatch, where it was found necessary, owing to the difficulty of obtaining suitable material, to use 20" x 7½" joists for the hatch webs.

Small hatches, 2'-3" x 2'-0", were fitted on Freeboard deck for access to holds with 24" high coamings where fitted on open deck, and with 10" B.A. coamings where fitted in after masthouse, together with necessary cleats, wood hatch covers, tarpaulins and battening arrangements.

The soil and scupper discharges from the various spaces were examined, and where necessary the discharges from the tween deck spaces amidships and aft were fitted with rod control and gearing and operated from Poop/or Upper decks and in some cases dual valves were fitted.

A large number of alterations, more or less of minor importance, were also effected.

General Examination. (Vessel afloat) See also Glasgow Report No.-- attached. Holds, tween deck spaces and machinery spaces (including under boilers) generally examined.

Fore peak, after peak, No.1 double bottom tank and side tanks in way of engine room were internally examined and the fore and after peaks and No.1 double bottom tank were also tested and found satisfactory.

Doubling plates or equivalent found under sounding pipes in spaces examined.

Oil Fuel double bottom tanks (full/or part full) were examined externally as far as possible and found in order.

Decks, including wood decks, casings, hatches and supports and battening arrangements, vents and closing appliances, masts and rigging, boats, windlass, and leads (telemotor) and auxiliary steering gear steering gear/ W.T. doors in tween decks, W.T. bulkheads, and deck equipment generally examined and all found or placed in order.

Repairs.

The fore and after peak tanks and side tanks in way of engine room were scaled and cement washed.

The port F.W. side tank was found to have a cement box on the shell about 8ft. above tank top and extending over two frame spaces, and was reported to have

for
Freebd.
Dept
NW
AR
2.5.48

Sc. "MARGARET CLUNIES".

Repairs. (Contd.)

BEEN fitted on account of leaking shell rivets found after vessel had left dry dock in Glasgow in January 1948. It was recommended that the leaking shell rivets be dealt with as necessary at next dry docking.

Load Line.

Reports C.11 and C.11 (comp.) were forwarded to London, and the freeboard marks as assigned were placed on ship's sides, verified and found correct, and "cut in".

A temporary freeboard certificate, for a period of six months, was issued, as per Secretary's instructions.

An Interim Certificate was also issued as per attached copy.

This vessel is of the Standard C. type, and was originally built by Messrs. Bartram & Sons, Ltd., during the war to plans approved by the Committee for the Class #100A.1. with freeboard, and was surveyed during construction prior to being taken over by the Admiralty.

Considerable difficulty has been experienced in obtaining material for and in effecting this re-conversion to merchant service, partly because the work has not been done by any of the main local ship repairers.

NOTE. Owing to previous charter arrangements having been made for the vessel it was not possible to hold a complete Special Survey and the holds etc not yet entirely free from debris. The Owners have, however, expressed the desire to have the vessel fully classed as soon as possible.

It is recommended that if so desired the following parts could be counted towards the Special Survey:-

Internal examination of fore and after peak tanks, No. 1 double bottom tanks and side tanks P. & S. in way of Engine Room, also testing of fore and after peak tanks and No. 1 D.B. tank.

Also see Glasgow Report 9th January 1948 - dry docking and ranging of Cables.

The Owners have stated that they hope to complete the Special Survey inside the next six months.

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