

REPORT OF SURVEY FOR REPAIRS, &c.

Report made on 9th Jan. 1948 When handed in at Local Office 15.1.1948 Port of GLASGOW.
Survey held at GLASGOW. Date, First Survey 30th Dec. '47 Last Survey 6th Jan. 1948
on the Wood-Iron or Steel S.S. "MARGARET CLUNIES" (No. of Visits 4)

Built at SUNDERLAND By whom BARTRAM & SONS LTD. When 1945. 7
Owners MARGARETA STEAMSHIP CO. LTD. Owners' Address
Managers OLSEN JOHNSTON & CO. LTD. Port belonging to LONDON.
(If not already recorded in Appendix to Register Book)

Afloat or in Dry Dock? DRY DOCK Name of Dock GOVAN NO. 3 Destined Voyage
DBa feet; uE & B feet; f feet
Capacity tons. FPT tons; APT tons; MT feet tons.
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Report, No. Port
Classification contemplated
(NOT IN REGISTER BOOK)

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 subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to wear; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the state 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.
cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose and to whom and why they were declined

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 REGISTER BOOK)	
Society's Freeboard (if assigned) as painted on Ship and now verified	

Was a damage report made by anyone else? if so, by whom?

OR EXAMINATION AS PER RULE, FOR DAMAGE & DOCKING.
AGE: Stated to have been sustained through vessel ranging on fenders between her and S.S. "DULLISK COVE" whilst vessel lay moored to a buoy, in the Holy Loch, Firth of Clyde during heavy weather in October, November, 1947.
examination of vessel in dry dock found shell plates Nos. 7 and 8 in 2nd and No. 8 in 3rd strakes below sheer (S.S.F.) more or less set in an buckled and frames in way slightly buckled.
strutting and caulking of shell in way of damage started, and a number of bolts found fitted shell seam.
the above damage is not of a serious nature, the proposal of the owners' representative to effect temporary repairs at this time, merits favourable consideration.

OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
red ...								
red and Faired or Repaired								
or Repaired in place								

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Stenings	Cement or Asphalt	Oil Bunkers	Boats
Efficient	Rudder	Scuppers	Masts, Yards, &c.
in way of sidelights	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Efficient in way of damage.	Windlass	Hatches	Equipment letter
nes	Have pumps been examined and found efficient?	Planking	Anchors, No. of 2.B.
s	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged) Yes
ed	Have Watertight Doors been examined and found efficient?	Treenails	" length 270 fms mean diamr. 2"T
Plating	Have Ventilators and their connections been examined and found efficient?	Transoms, Pointers & Crutches	" Rule length - size -
aks been examined internally?	Air and Sounding Pipes	Stringers, Clamps & Shelves	Chain Locker -
aks been tested?	Doubling Plates under Sounding Pipes	Salting (State if examined.)	Hawsers & Warps -
			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 survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
The vessel's bottom and rudder are in an efficient condition and in my opinion, fresh record of docking 1,48 could be assigned and the present docking taken as part of the contemplated survey classification, subject to permanent repairs to indented shell plates Nos. 7 and 8 in 2nd and 3rd strake below sheer (S.S.F.) and frames in way being carried out at owners' convenience. Notation of figure "1" for equipment of anchors and cables a stream anchor, Rule weight and could require to be supplied and a spare bower anchor supplied on conclusion of the present emergency.

Fees applied for, 19.
Received by me, 19.
Glasgow/c to be charged at Greenock.

GLASGOW 13 APR 1948
Assigned
Referred (See Encl. 21 & 22)

Surveyor to Lloyd's Register of Shipping.



08721-09724-0228

It is submitted that permanent repairs be effected at owners' convenience.

Anchor cables ranged and anchors and cables examined and found as follows:

As the vessel is in course of alteration from her special design for Admiralty service, it was not possible to make any examination of other parts, as usual for docking survey.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

Number of Certificate.	Anchors. *	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

NOTE: The vessel has now returned to Greenock where it is stated, work of re-conversion to a cargo vessel will be continued. A copy of this report has been forwarded to the Greenock Office.