

COPY.

Lloyd's Register of Shipping.



Port.....BAHIA BLANCA.....

.....14th. APRIL 1949.....

This is to Certify that

PERCIVAL S. SCOTT +-----
Acting

the undersigned /Surveyor to this Society did at the request of Messrs COOPER BROS., Lloyd's Agents, Buenos Aires and of Lloyd's Register of Shipping, Buenos Aires, and with the consent of her Master Mr. J. Mc.Iver, survey on 8th. April 1949 and subsequent dates the

STEEL SCREW STEAMER "JAMES CLUNIES"

5790 tons net register of LONDON, whilst afloat and alongside at Galvan Port, Bahia Blanca, on account of a leak in the shell plating.

The undersigned went aboard the vessel at 2.00 P.M. on 8th. April 1949. Following is an extract of the log during voyage from Buenos Aires to Bahia Blanca, as presented by the Master.

30th. March 1949 BUENOS AIRES

- 1620 Cast off and proceeded
- 1812 Cleared breakwater. Discharged tugs.
- 1815 Vessel grounded. Engines full astern. Tugs recalled.
- 1820 Tugs fast and commenced towing.
- 1918 commenced to pump Afterpeak.
- 2229 Afterpeak dry.
- 2300 Vessel refloated. Tanks and bilges sounded and showed no increase. Proceeded. Helm and engines to Pilot's advice.
- 2305 Cast off tugs. Commenced to refill afterpeak.
- 2325 Vessel struck Pylon No. 9.5 damaging same and fouling screw
- 2330 Cast starboard anchor for propeller examination and brought up to three shackles.

31st. March 1949

- Propeller examined and found clear. Tested ahead and astern.
- 0055 S.B.S. Commenced to weigh anchor.
- 0102 Anchor aweigh and proceeded. Helm and engines to Pilot's advice

4th. April. NECOCHEA

- 0840 Commenced loading No. 8 hold. Commenced pumping No. 8 ballast tank.
- 1800 No. 8 ballast tank found to be still making water.

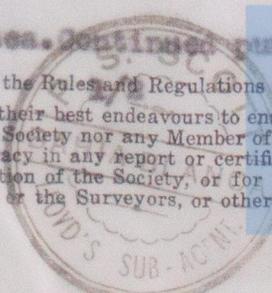
5th April 1949. NECOCHEA

- No. 8 tank found to be still making water. Valve in engine room stripped and found in good order. Continued pumping as necessary.

6th. April 1949.

- 2300 Sailed Necochea. Continued pumping No. 8 tank as necessary.

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pt.10) S.S. "JAMES CLUNIES"

g. April 1949.

1335 Fast alongside in Bahia Blanca.

The undersigned examined the vessel and recommended that a manhole 12" X 12" be cut in the after plate, Port side, of No.8 tank, in the panel recess, at a height of approximately 5'-0" above tunnel floor. Tank was entered at 8.00 P.M. and shell plating found to be holed at after end of tank on Port side.

A wooden plug was prepared and driven into hole. Pumping was continued.

h. April 1949.

The undersigned examined the tank, which was not making water, and found a true hole of approximately 7/8" diameter in Port garboard plate between floors Nos. 18 and 19.

It was recommended that hole be tapped and steel screw plug fitted. Plug was fitted to undersigned's satisfaction, examined for leaks and cemented over.

i. April 1949

Tank examined throughout and no other sign of leakage found

h. April 1949

Coverplate 3/8" thick was fitted to inner side of temporary manhole and electrically welded in place.

Tank pumped up to 208'-0" and above welded plate found sound. Tank then pumped dry and no leakage has since been found.

The undersigned is of the opinion that with the temporary repair carried out, the vessel, as far as seen is in a seaworthy condition to proceed loaded and recommends that she be continued as usual subject to further examination of the shell plating and the necessary permanent repairs being carried out at the earliest convenient opportunity, also subject to all other conditions attached to the vessel as previously recommended.

J. Scott

ACTING SURVEYOR TO
LLOYD'S REGISTER



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