

Received at London Office 28 JUL 1948

No.

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

15th July, 48 16th July, 48. Port of GREENOCK.  
(Adv. fittings in part previously removed).  
Survey held at James Watt Dock, Greenock. Date, First Survey/ 23/3/48. Last Survey/ 1/7/ 1948.  
on the Wheeler Dock Steel Sc. "JAMES CLINTES" ex "CULLIN SOUND".  
Built at West Hartlepool. By whom Wm. Gray & Co., Ltd. When 1945  
Owners Margareta Steamship Co., Ltd. Owners' Address  
Managers Port belonging to LONDON.

Atfloat or in Dry Dock? Atfloat Name of Dock  
Particulars of Classification (which must be inserted in Register Book & Supplement)  
Only alterations in the existing records of boats should be inserted.  
All alterations in the existing records should be underlined.

Report, No. Port

When held, must be reported in detail and verified in the form of the Rules and Items remaining to complete the survey should be summarized. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of examinations, repairs, etc. 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 summarized in the form shown below. Whenever the cause of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form, or 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 has examined his services for this purpose and to whom and why they were declined Yes, Supt.

Not required.

Was a damage report made by anyone else? If so, by whom? No.

OR EXAMINATION AS PER RULE, FOR CONVERSION FROM ADMIRALTY DEPOT SHIP TO MERCHANT SERVICE.  
DAMAGE AND SPECIAL SURVEY, (FOR RE-CLASSIFICATION).

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

REPAIR WORK. The additional steel decks and platform decks fitted in Nos. 1, 2, 3, 4, and 5 holds and various minor bulkheads required by vessel when operating as a Depot Ship have been removed.

Some 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 gun platforms, removed from decks, tween decks and hold spaces. Sidelights (contd.)

OF DAMAGE REPAIRS:	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Deck Plates	Other Items
Red and Faded or Repaired								F.P. Bulkhead plate cropped and removed, faded and refitted.
or Repaired in place								See also list.

CONDITION OF THE	good.	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
Joinings	"	Cement	good	Oil Bunkers	"	When fitted, Month Year	
in way of sidelights	good.	Rudder	good	Scuppers	"	Boats	good.
ft., Forecastle	"	Steering gear and its connections	good	Cargo Hatchways	"	Masts, Yards, &c.	"
er-all Length 444'	"	Windlass	"	Hatches	"	Condition, how ascertained By exam.	
ies cemented	"	Have pumps been examined and found efficient?	Yes	Planking	"	(State if wedges removed.)	
	good.	Have Sluice Valves been examined and found efficient?	See Report.	Caulking	"	Equipment letter	at
	"	Have Watertight Doors been examined and found efficient?	NONE	Treenails	"	Anchors, No. of	2B & 2S.
	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	Cables (State if now ranged)	No. 14
ks been examined internally	Yes	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	"	" length 205 mean diam. 2"	stated
ks been tested?	Yes	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	"	" Rule length 270 size 2.5/16.	on board.
				" at other places	"	Chain Locker	"
				Stringers, Clamps & Shelves	"	Hawsers & Warps	good
				Siding	"	Standing and Running Rigging	"
				State if examined.	"	Sails	"

## Observations, Opinion as to Class, Recommendation, &amp;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 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 is in a good and efficient condition and worthy, in my opinion, to be assigned a notation of Class 100A.1. with freeboard and Special Survey GRK - 7.48, subject to indented shell plate in 3rd strake below main sheer (port side in way of F.P. bulkhead) being permanently repaired at first opportunity, and the flooding valves in way of Nos. 4 and 5 holds removed at next dry docking.

In italics "bower anchor to supply and 80 fathoms of cable and 2 bower anchors on board to submit to statutory tests." (P.T.O.)

Section 20	Fees	Applied for
Classification Fee	61	10 : 0
on 4 alterations work	200	10 : 0
or Repair Fee (if any)	32	10 : 0
20 of Freeboard and Watertight	10	10 : 0
uses (if chargeable)		
Survey Fee		
's Fee (if any)		

Minute GLASGOW 27 JUL 1948

Surveyor to Lloyd's Register of Shipping.

Classed 7.48 (Col. 3.)

Total No. of Vessels assigned

S.S. Grk. 7.48

Cases: 1-100 A

with freeboard

Subject

Lloyd's Register of Shipping

Lloyd's Register of Shipping

Lloyd's Register of Shipping

Lloyd's Register of Shipping

Lloyd's Register of Shipping



Sc. "JAMES CLUNIES" ex "GUILLEN SOUND".

RECOMMENDATION.NOTE.

This vessel was dry docked in Barry in November, 1947, and recommended for record of docking survey 11.47 subject to indented stem and stem plates being repaired at Owners convenience.

*Johnstone*

CONVERSION WORK. (contd).

Sidelights in the tween deck spaces (total 27P and 27S.) have been removed and shell apertures suitably closed by fitted plates E.W. in position.

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 and electrical gear and equipment have either been dispensed with or modified to suit the <sup>new</sup> lay-out.

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

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 operated from R.D. Deck for Upper Deck and in some cases dual valves were fitted.

Additional storm valves were fitted to the ship's side where required and other valves not now required were removed, and the shell apertures suitably fitted with E.W. plates.

Main Cargo Hatchways.

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

The second deck main hatchways were also dealt with as per approved plans.

The hatch beams were supplied and fitted to all the Upper and Main Deck hatchways as were the wood hatch covers and tarpaulins, all in accordance with the approved plans and Rule Requirements.

Small hatches, 2'-3" x 21'-0", were fitted on Freeboard Deck for access to Nos. 1 and 3 holds and tween deck spaces, with 24" high coamings and necessary cleats, wood hatch covers, tarpaulins and battening arrangements.

Sampson Posts: (1P & 1S) were fitted between Nos. 2 and 3 hatchways and suitable stiffening consisting of doubling plates, additional deck beams and supporting brackets arranged at the main and upper decks.

NOTE - On completion of removal of ballast from the lower holds, 3 flooding valves were found fitted to the shell below the water line in way of Nos. 4 and 5 holds.

It was agreed with the Owners to have these valves removed at next dry docking and shell apertures suitably "blanked off".

In the meantime/as a temporary measure the valves were made inoperative and fitted with a protection box formed of steel plates E.W. to shell.

Various alterations of minor importance were also effected and all deck bulkhead modifications and repairs were hose tested with satisfactory results.

DAMAGE. Stated to have been caused through vessel colliding with quay wall when entering James Watt Dock, Greenock, on the 26th June, 1948, returning from trials.

On examination, the fore peak bulkhead and shell angle on port side in way of shell plate 3rd below main sheer were found buckled and shell plate indented slightly.

TEMPORARY REPAIRS. were effected by overhauling the disturbed riveting and caulking on shell and bulkhead plates and buckled portion of bulkhead plate cropped and removed, faired and refitted.

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

ANCHORS.

Number of Certificate	Anchor	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 "															
	Colletted Weight															
29305	Stream	1	30	8	7	18	2	21	29	1	5	14		Byers Improved Type	N.S.	20/6/45 L.W.
29302	Kode	2	30	1	14	18	2	14	38	18	0	14		- Do -	N.S.	- Do -

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

CHAIN CABLES.

\* When a lower anchor is supplied

### CHAIN CABLES.

Number of Certificate	Length and size supplied		Test per Certificate		WEIGHT OF CHAIN CABLE		Length and size per rule		Description	Makers of Cables	Where and when tested and Superintendent
	Length Fathoms	Diam. In.	Stretching Tons	Breaking Tons	Supplied Cwts. qrs. lbs.	Per Rule Cwts. qrs. lbs.	Length Fathoms	Diam. In.			
3915	215	2	100	141	468	46			TAYCO	S. Taylor	15/11/44, Heth
2475			31	48	1	0				S. Taylor	6/9/44, Heth

1 Ton Stream Chain

(Non Stream Chain) or Steel Wire

1944  
FRI. 28 NOV 1948

Record: Launched 1948 7m  
Recommissioned 1948-7m  
Reconverted to cargo ship 1948-7m

+ A/E made 43

(Delete closed 7-48)

Write ELL

W426-0104 2/5



Lloyd's Register Foundation



St. "JAMES CLUNIES" ex "CULLIN SOUND".

#### TEMPORARY REPAIRS - (contd.)

On completion the fore peak tank was tested and shell hose tested and found satisfactory. The Owners agreed that permanent repairs would be effected at the first opportunity.

#### COMPLETION OF SPECIAL SURVEY. (Vessel Afloat) See also Barry Report No. 25735 attached.

Holds, peaks, tween deck spaces and machinery spaces including under boilers cleaned and examined.

Wood linings and casings of soil, scupper, air and sounding pipes removed as necessary and all piping and steel work (including plating under sidelights) examined.

It was not considered necessary to drill the hull structure.

Fore and after peak tanks, deep tanks, side E.W. tanks in engine room and double bottom tanks, including oil fuel double bottom tanks were examined internally and tested.

Doubling plates or equivalent found under all sounding pipes.

Decks, including wood decks, casings, hatches - vents and closing appliances, masts and rigging (see attached report) boats, windlass, steering gear and leads (telemotor) and auxiliary steering gear, hand pumps and deck equipment examined.

#### REPAIRS.

The fore and after peak tanks, side tanks, and double bottom tanks (clear of oil fuel) were scaled and cement washed.

Part of the wood sheathing on Upper Deck was lifted and bolt holes in deck plating E.W.

Wood cargo battens (6" x 2") were fitted in holds and cargo spaces. Hold limbers fitted with portable steel plates.

#### 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".

New freeboard certificates were issued.

#### TRIALS.

On completion ~~at~~ sea trials were held and the windlass, anchors and cables, steering gear, bilge and ballast pumping systems tried under working conditions, all with satisfactory results.

ANCHORS AND CABLES. Duplicate Certificates were issued in respect of two stream anchors, 215 fathoms of cable and one end shackle as per instructions in Secretary's letter of the 9th April, 1948. With regard to the two bower anchors and 80 fathoms of cable also on board, the Owners propose to re-examine the markings or have same tested at next dry docking. It was not found possible to obtain a spare bower anchor at this time.

NOTE (a) See also Barry Report No. 23735 - for examination of vessel in dry dock on 25th November, 1947.

(b) The hinged steel W.T. doors in certain tween deck bulkheads have been retained and notices to the effect that these doors must be kept closed at sea placed on board.

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