

Sc. "JAMES CLUNIES" ex "GULLIN 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.

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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 ^{new} 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 B.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 "blacked 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 or Superintendent
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.			
	1st Bower											
	2nd "											
	3rd "											
	Colletive Weight											
29505	Stream	1	30	8	7	18	2	21	29	1	5	14
29502	Kode	2	30	1	14	18	2	14	38	18	0	14

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

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 or Superintendent
	Length Fathoms	Diam. In.	Stretcher Tons	Breaking Tons	Supplied Cwts. qrs. lbs.	Per Rule Cwts. qrs. lbs.	Length Fathoms	Diam. In.			
3915	215	2	100	141	4686	16			TAYCO	S. Taylor 15/11/44, H&B	
2475			31	48	1	0				S. Taylor 6/9/44, H&B	

1944
 Record: Launched 1948
 Recommended 1948-7m
 Recommended to cap 1948
 Ship 48
 Fitted 43
 T & E made 43
 (Dabla closed 7-48)
 Write 48

W426-01042/s



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.