

Lloyd's Register of Shipping.

Ship's Name "TRAQUAIR" (Ex. "GUERNSEY QUEEN").

Official No. 167240

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines in 24th March and 18th April, 1939.

FORECASTLE BULKHEAD: One additional opening fitted, $4'0\frac{1}{2}" \times 2'1\frac{1}{2}"$, sill 18", closed by means of a hinged steel door, capable of being operated from both sides.

AIR PIPE ON FORECASTLE DECK: The air pipe to the fore peak tank has been refitted 14" high, with a snifting hole.

SANITARY DISCHARGES: The discharges from the bathrooms on the cabin flat aft, one port and one starboard, have been led overboard below the Raised Quarter Deck, each discharge being fitted with two automatic storm valves, the inner valve being always accessible.

FLUSH BUNKER SCUTTLES: The two flush bunker scuttles on the Poop Deck have now been deleted, the openings having been permanently sealed in a satisfactory manner.

HATCHES: Locking bars have been fitted to No. 1 hatch.

The items listed in C.11 (Cont'd) Report (Glasgow Report No. 67934 dated 31.12.43) have not been embodied in the vessel as rebuilt.

NOTE: The M.V. "GUERNSEY QUEEN", No. 25236 in the Register Book 1945-6, was a war time casualty, it being stated that she struck a mine, broke in two and sank; subsequently the after portion of the vessel, from bulkhead No. 28-aft, was salvaged and acquired by Messrs. The Grangemouth Dockyard Co. Ltd., who built a new fore part and joined it to the salvaged after portion. The new fore part was built under the Special Survey of the Society's Surveyor, the after portion was surveyed in drydock and submitted to a Special Survey; the work of joining up the two sections and the subsequent completion of the vessel was also carried out under the survey of the Society's Surveyor. On completion the vessel was purchased by Messrs. George Gibson & Co. Ltd of Leith and renamed "TRAQUAIR" with port of registry Leith.

On completion the vessel was remeasured and surveyed with a view to the assignment of Convention Loadlines, see Freeboard Request Form 9 attached herewith, the dimensions etc., were found to agree with those set forth on the original C.11 (Comp) and C.11 Reports (Leith Report No. 19825 dated 18.4.39) in respect of the M.V. "GUERNSEY QUEEN", with the exception of the items mentioned above; accordingly the Repairers were informed that the freeboards originally assigned to the "GUERNSEY QUEEN" would be assigned in this case; these freeboards have been marked on the vessel's sides and verified.

It will be recommended that the vessel is eligible to be reclassified in the Register Book \dagger 100A1 with fresh record of survey 3,47 and the notation S.S. Gmh. 3,47.

Freeboard Request Form 9, Verification Form C.12(a) and Renewal Freeboard Form C.11(c) are attached herewith.

Leith Report No. 19825 dated 18.4.39 (C.11 (Comp) and C.11 Reports) re "GUERNSEY QUEEN", are returned herewith.

"TRAQUAIR" Cont'd

It will be necessary to forward a copy of the C.11 Report to the Owners to be placed on board the vessel for the guidance of the Society's Surveyors when carrying out the Annual and Renewal Freeboard Surveys, as all the papers were lost when the vessel was sunk.

The vessel having been re-measured and all items in the C.11 Report having been measured and checked, a full fee will be charged for the assignment of a Load

Line, i.e. £ 8: 0: 0:

James M. Smidens

14th March 1947.



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