Rpt. 1

NEW FORE PART FROM TRANSVERSE BULKHEAD Nº 28 - FORWARD. [SEE PAGE 4].

STEEL ~~STEAMER OR~~ MOTORSHIP.

Received at London Office 23 APR 1947

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report 14TH APRIL 1947. Port of GLASGOW. No. 71660.

Survey held at GRANGEMOUTH Date First Survey 6TH FEBRUARY 1946. Last Survey 18TH MARCH 1947.

On the (*State if Machinery fitted Aft and if Single, Twin or Triple Screw*) Single Screws "TRAQUAIR" [ex "GUERNSEY QUEEN"]. Machinery Aft.

State Type (*Full Scantling, Complete Superstructure with or without Tonnage Openings*) Full Scantling State Type of Erections Forecastle, Poop and Raised Quarter Deck.

TONNAGE under Tonnage Deck ...	365·44
Do. of space or spaces between Tonnage Dk. and Upper Dk.	-
Total	365·44
Gross Tonnage	564·87
Register Tonnage	279·44

REGISTERED DIMENSIONS.

FEET
170·0
28·1
9·75.

CLASS	+100 A.1.	State if with freeboard as condition of Class: NO
		FEET
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)	L	168·0
Breadth (greatest moulded)	B.	27·875
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)	D	{11·92 to Upper Deck / 16·16 to R.Q. Deck}
1st Longitudinal Number (L × D). (168·0 × 11·92) =		2002
2nd Numeral L × (B + D) 168·0 × (27·875 + 11·92) =		6686
Framing Depth "d," at middle of length. See Sec. 3 (1d)		9·08 in way of U. Deck / 13·33 " " of R.Q. Deck
Proportions—Depth to Length—Uppermost continuous deck to top of keel 168·0 / 11·92		14·1
Do. R.Q.Dk. ~~Long Bridge~~ to top of keel		10·4
Draught Moulded		11'-8"

Built at Grangemouth.

Launched 30th April 1946. Yard No. 479

Builders The Grangemouth Dockyard Co. Ld.

Owners Messrs Geo. Gibson and Co. Ld.

Managers - (*Where necessary to be entered in Reg. Book*)

Residence 64, Commercial Street, Leith, 6.

Port of Registry Leith.

If surveyed while building, afloat, or in dry dock

Building, Afloat and in Drydock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	22	
" " from ¾ length amidships to Collision bulkhead	22	
" " in peaks ... {Fore Peak / After Peak}	22 Original Ship.	
SIDE FRAMING.		
Frame Amidships, ~~Angle, E or L~~ Throughout Holds	7 3 ·33	Approved 5"×3"×·30" angle in Nº1 Hold and 5"×3"×·26 B.A. angle in Nº2 Hold.
" " Extends up to	To Upper Deck. To Raised Quarter Deck	
~~Reversed Frame Amidships, Angle~~	-	
~~" " Extends up to~~	-	
Depth of Framing Girder	7"	5" d/h.
~~Frames in Uppermost Continuous 'tween Decks, Angle, E or L~~	-	
~~" " Second 'tween Decks, Angle, E or L~~	-	
~~" " Third " " " "~~	-	
" from ½ len. for'd. to 15% len. from Stem	7 3 ·33 B.A.	Approved 5"×3"×·26 B.A.
" in Peaks, Angle ~~or L~~ ... {Fore Peak / After Peak}	4" 3" ·34" O.A. Original Ship.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	¾" R. spaced 5¼" apart.	
State if Frame Joggled	Yes.	-
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	As approved.	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	As approved.	
SINGLE BOTTOM. (In way of Motor Room only).		
Floors, Depth and thickness at mid-line in Holds	Original Ship.	
Height of Brackets at side above base line at toe of frame		
Middle Line Keelson, on Floors, Angles, L or L		
" " " Through Plate or Intercostal Plate		
" " " Foundation Plate on Floors		
" " " Flat Plate Keel Angles		
Side Keelsons, No. each side		
" " thickness of Intercostal Plate		
" " Angles		
DOUBLE BOTTOM.		
Solid Floors, thickness and spacing	·28" at every frame.	
" " Are Frame and Reversed Frame joggled?	Frame. Yes. Reversed Frame. No.	
~~Bracket Floors, breadth and thickness at middle line~~	-	
~~" " breadth and thickness at margin plate~~	-	

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
~~Bracket Floors, Frame~~	-	
~~" " Reversed Frame~~	-	
~~" " Vertical Struts~~	-	
Centre Girder, depth and thickness amidships	29" × ·36"	
" " top Angles	3" 3" ·32" Dble.	
" " bottom Angles	3" 3" ·36" Dble.	
Side Girders, No. each side and thickness	None (One forward of ½ L. forward - ·28").	
Margin Plate depth (excl. of flange) and thickness	24" × ·30"	
" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem	3" 3" ·28"	
" " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area	3" 3" ·28"	
" " Gussets, spacing and scantling abaft ¼ len. from stem	- None	
" " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area	- None	
Tank Side Brackets, height above base line at toe of Frame and thickness	42" × ·28" [·30 in way of R.Q. Deck.]	
INNER BOTTOM PLATING.		
Breadth and thickness of Middle Line Strake	39" × ·32"	
Thickness of remainder in Holds	·28"	
Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	Original Ship.	
BEAMS.		
Uppermost Continuous Deck, amidships in Well, Angle, ~~E or L~~	No full Beams / Half Beams 3½"×3½"×·36"	Approved 3"×3"×·30"
~~" " in way of Bridge, Angle, E or L~~	-	
Spacing	22"	
Raised Quarter ~~Second~~ Deck, amidships, ~~Angle, E or L~~	5 3 ·25 / Half Beams. Angle. 3 3 ·37	Approved 5"×3"×·37" Angle. / " 3"×3"×·30" "
Spacing	22"	
~~Third Deck, amidships, Angle, E or L~~	-	
~~Spacing~~	-	
~~Fourth Deck, amidships, Angle, E or L~~	-	
~~Spacing~~	-	
Poop Deck, ~~Angle, E or~~ L	Original Ship.	
Spacing		
~~Bridge Deck, Angle, E or L~~	-	
~~Spacing~~	-	
Forecastle Deck, Angle, ~~E or L~~	3½" 3" ·34" to ·30"	
Spacing	22"	

(MADE IN ENGLAND.)

NEW FORE PART FROM TRANSVERSE BULKHEAD Nº 28 - FORWARD. [SEE PAGE 4]

PILLARS AND DECKS.

	Inches in Ship.	Any Departure from Approved Plans to be Noted.		Inches in Ship.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	Upper and Raised Quarter		~~Stringer Plate, breadth and thickness in way of Bridge~~	-	-
" ~~in 'tween Decks, Size and Spacing~~	Decks supported by		~~Thickness of Plating abreast Deck openings in way of Wells~~	-	
"	cantilever brackets at		~~Thickness of Plating abreast Deck openings in way of Bridge~~	-	
" in Holds — On Centre Line Nos 53 and 56 frs. I 6"×5"×25lbs.	every fourth frame		Thickness of Plating within line of openings	·26" and ·30"	
" No 49 fr. I 6"×3"×27 B.A's forming ladder.			If Sheathed, material and thickness	Not sheathed.	
~~Centre Line Bulkhead. Stiffeners and Spacing~~	-		~~Third Deck. Stringer Plate, breadth and thickness~~	-	
~~Plating, thickness of~~	-		~~If Plated, state thickness~~	-	
STRINGERS AND DECKS. **Uppermost Continuous Deck.** Stringer Plate, breadth and thickness in Wells	61" × ·42"		~~Fourth Deck. Stringer Plate, breadth and thickness~~	-	
~~" " "~~ in way of Bridge	-		~~If Plated, state thickness~~	-	
" Angle in Wells	3½" 3½" ·42"		**Poop Deck.** Stringer Plate, breadth and thickness	Original ship.	
~~Thickness of Plating abreast Deck openings in way of Wells~~	-		Plating, Sheathing, material and thickness		
~~Thickness of Plating abreast Deck openings in way of Bridge~~	-		~~Bridge Deck. Stringer Plate, breadth and thickness~~	-	
Thickness of Plating within line of openings	·29" at fore end		~~Plating, Sheathing, material and thickness~~	-	
If Sheathed, material and thickness	Not sheathed		**Forecastle Deck.** Stringer Plate, breadth and thickness	·29" plated transversely.	
Raised Quarter ~~Second~~ Deck. Stringer Plate, breadth and thickness ~~in Wells~~	59¼" × ·33"		Plating, Sheathing, material and thickness	Not sheathed.	

SHELL PLATING.

STRAKES.	Scantlings as in vessel: Amidships Breadth (Inches)	Amidships Thickness (Inches)	Forward Thickness (Inches)	Aft Thickness (Inches)	Any departure from approved plans to be noted.	Riveting — Upper Edges (State if joggled? No.): Single or Double	Rivets Diam. (Inches)	Rivets Spacing cr. to cr. (Inches)	Butts: No. of Rows of Rivets	Rivets Diam. (Inches)	Rivets Spacing cr. to cr. (Inches)	Strapped or Lapped
Flat Plate Keel	38¼	·44	·44	✗	Approved ·40" at ends.	Double	¾	3½	3	¾	2⅝	Lapped.
~~" Dblg. (if any)~~	-	-	-	-		-	-	-	-	-	-	-
Bottom Plating, No. of Strakes Two	-	·35	·38	✗	Approved ·31" at ends	* Single.	¾	3½	2	¾	2⅝	Lapped.
Bilge Plating, No. of Strakes One	-	·35	·31	✗		Single.	¾	3½	2	¾	2⅝	Lapped.
Side Plating, No. of Strakes One	-	·35	·31	✗		Single.	¾	3½	2	¾	2⅝	Lapped.
Upper Deck, Sheerstrake in Wells	48⅛	·50 ⊘	·31	-		Single.	¾	3½	3 - 2	¾	2⅝	Lapped.
~~Upper Deck, Sheerstrake in Bridge~~	-	-	-	-	✗ Original Ship.							
~~Strake below Sheerstrake in Wells~~	-	-	-	-	⊘ Increased at "breaks" as per approved plan.	* Double forward of ¼ L forward.						
~~Strake below Sheerstrake in Bridge~~	-	-	-	-								
Poop Side Plating	-	-	-	✗		✗	✗	✗	✗	✗	✗	✗
Raised Quarter ~~Bridge~~ Side Plating	53½"	·41 ⊘	-	✗		-	-	-	2	¾	3	Lapped.
Forecastle Side Plating	-	-	·25	-		Single	⅝	2¾	1	⅝	2¼	Lapped.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 4. (3 in R.B)

Extending to Upper Deck (Sec. 3 c) 2

" Raised Quarter Deck ~~next below~~ 2.

As per Rule 3.

	Plating Thickness.	Stiffeners Vertical: Scantlings.	Vertical: Spacing.	Horizontal: Scantlings.	Horizontal: Spacing.
MIDSHIP BULKH'D, ~~Upper 'tween decks~~	-	-	-	-	-
" " ~~Second~~ "	-	-	-	-	-
" " ~~Third~~ "	-	-	-	-	-
" " Holds	Original Ship				
COLLISION " (in Hold) Fr. 82.	·34" to ·30"	6"×3"×·28" BA.	21¾" & 24"	22"×·34" girder. H. 3".	9'-0" above base.
AFTER PEAK " "	Original Ship.				

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
~~KEEL, Bar~~		-		
STEM	Rolled Steel	6" × 1¼"		
STERN FRAME — Propeller Post / Rudder "	Original Ship			
Speed of Vessel		10½ K		
RUDDER—Type; " A × D; " Diam. of head; " Mainpiece at top pintle; " " heel; " how constructed; " double or single plate coupling, vertical or horizontal	Original Ship.			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth.

Appleby-Frodingham Steel Co. Ld : Colvilles, Ld. : Dorman Long and Co. Ld.

Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. ...... LETTER "h" ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex. Stock: Cwts.	qrs.	lbs.	Weight of Stock: Cwts.	qrs.	lbs.	Test, per Certificate: Tons.	cwts.	qrs.	lbs.	Weight Required by Table 53: Cwts.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
62274	1st Bower	12	2	21	Stockless			14	10	2	14	12½	Britannic	R. Sykes and Son	Cradley Heath: 24.5.46: W.S.V. Norman
62275	2nd "	12	2	7	Stockless.			14	8	1	21	12½	Britannic	R. Sykes and Son	Cradley Heath: 24.5.46: W.S.V. Norman.
62276	3rd "	10	3	7	Stockless.			12	15	1	7	10½	Britannic	R. Sykes and Son	Cradley Heath: 24.5.46: W.S.V. Norman.
	Collective weight	36	0	7								35½			
62192	Stream	4	0	4	1	0	8	6	7	2	0	4 ex stock.	Ordinary	Not stated	Cradley Heath: 14.5.46: W.S.V. Norman.

CHAIN CABLES. HAWSERS AND WARPS.

Number of Certificate.	Length supplied (Fathoms)	Diam. (Ins.)	Test per Certificate: Statutory (Tons)	Breaking (Tons)	Weight of Chain Cable Supplied: Cwts.	qrs.	lbs.	Per Rule (Cwts.)	Length per Table 53 (Fathoms)	Diam. (Ins.)	Description.	Makers of Cables.	Where and when tested, and Superintendent.
71583	195⅓	1⅛	22·75	34·12	130	2	3	126¼	195	1⅛	Stud Link	R. Sykes and Son	Cradley Heath: 20.6.46: W.S.V. Norman.
~~Iron~~ Stream ~~Chain or~~ Steel Wire	60	Cir. 2¾" (F.S.W 6/12)		15·2					60	Cir. 2¾ (F.S.W 6/12).			

Material.	Length supplied (Fathoms)	Cir. (Ins.)	Breaking Test of Steel Wire (Tons)	Length per Table 53 (Fathoms)	Cir. (Ins.)
Towline	75	2¾ (F.S.W. 6/12)	15·2	75	2¾ (F.S.W. 6/12)
Hawsers & Warps	90	2¼ (F.S.W. 6/12)	10·8	90	2¼ (F.S.W. 6/12).
"					
"					

Steering Gear, Type (Power or hand) Original Ship. Alternative Means of Steering Original Ship.

Steering Chains (Size and Test) Original Ship. Windlass Hydraulic by Hyland's Ld. Boats 2 at 16'-0" wooden lifeboats.

Ceiling in Holds, thickness and material 2" W.W. on 1½" grounds. Cargo Battens, thickness, material and spacing None fitted.

Cargo Hatchways.—(Upper Deck) Constructed of steel plates and angles Thickness of Hatches 2⅞" W.W.

Size of Hatchways No. 1 (Fwd.) 38'-6" × 17'-6" No. 2 38'-6" × 17'-6" ~~No. 3~~ ~~No. 4~~ ~~No. 5~~ ~~No. 6~~

Number of Shifting Beams ~~and/or Fore and Afters~~ 5 5.

Builder's Signature THE GRANGEMOUTH DOCKYARD COY., LTD. A.A. MacKerron Secretary

GENERAL DECLARATION. *It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel* -

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No. *The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).*

This fore part of the vessel has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans.

The materials and workmanship are good.

The double bottom tanks, fore peak tank and deep tank were tested as required by the Rules and found tight and satisfactory.

The weather decks were hose tested and found satisfactory.

Windlass and steering gear tried under working conditions and found satisfactory.

Freeboard verified and marks cut in.

The amount of Entry Fee £ : : See accompanying | Fees applied for, 19

ML-D Special Survey Fee £ Report 8 for | Received by me,

Travelling Expenses, if any £ fees. : : | 19

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be re-Classed in the Register Book as formerly, viz:- ✠ 100 A.1. with record of survey 3,47 and the notations "Reclassed 3,47" and "S.S. Cmh. 3,47".

Signature James M. Winders

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey Yes.

Certificate to be sent to ...... Date of issue ......

Committee's Minute ✓ GLASGOW 22 APR 1947

Character assigned See Report 8.

The Surveyors are requested not to write on or below the Committee's Minutes.

0077 2/2

GENERAL REMARKS—(*The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.*)

The M.V. "Guernsey Queen" (N°25236 in the Register Book 1945-6), was a war time casualty, it being stated that she struck a mine in the English Channel on 21st October 1944 and sank (see Dieppe Report N°D.10 dated 6.7.45), subsequently the after portion of the vessel was salvaged and acquired by Messrs The Grangemouth Dockyard Co. Ltd., who repaired it, (see accompanying Report 8), built a new fore part, (to which this Report refers), and joined the two sections together. All the work being done under the supervision of the Society's Surveyors.

On completion the vessel was purchased by Messrs Geo. Gibson and Co. Ltd., of Leith and renamed "TRAQUAIR" with port of registry LEITH.

Scantlings and items marked "Original Ship" indicate that these scantlings and items are part of the salvaged after portion of the vessel.

PARTICULARS OF ELECTRIC WELDING (*if employed*) Employed for minor details only.

SPECIAL NOTATIONS:—*Either as part of the vessel's class or for record in the Register Book.* Cruiser Stern : Lloyd's A and C.P. : Oil Engine : Machinery Aft : Direction Finder : Echo Sounding Device : Cargo battens not fitted.

[Note!! In the vessel as reconstructed the portable deck in N°2 Hold has not been fitted.].

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	7 1 8 ✓	A.E.G.	8525 (Sunderland)	18.2.46.
2nd ,,	7 1 26 ✓	A.E.G.	9731 (Sunderland)	29.1.44.
3rd ,,	6 2 12 ✓	J.D.	5909 (Sunderland)	27.1.41.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 53.2 ft., R.Q.D. 51.3 ft., Bridge - ft., Forecastle 16.62 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated -

Official No. 167240. Signal Letters Extreme Breadth over Belting (Circ. 1611) 29.39 FT. ✓ Over-all Length (Circ. 1703) 175.8 FT. ✓

No. and Material of Decks One. Steel. ✓

Parts of Bottom of Vessel coated with cement or approved composition Portland cement in fore peak tank; bottom shell cement washed in way of double bottom tanks.

Particulars of composition (if fitted) and of approval -

PARTICULARS OF WATER BALLAST:—(*Comprising all tanks which may be used for Water Ballast.* (Circ. 1284) *Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.*)

Where Fitted.	Length. Feet.	Water Capacity. Tons. S.W.	Where Fitted.	Length. Feet.	Water Capacity. Tons. S.W.
~~Double bottom, aft,~~	-	-	Fore peak tank,	18.5 ✓	60 ✓
~~Double bottom, under Engines and Boilers,~~	-	-	After peak tank,	Original ship	
~~Double bottom, if under Engines only,~~	-	-	Deep tank, aft,		
~~Double bottom, if under Boilers only,~~	-	-	~~Deep tank, forward,~~	-	-
Double bottom, forward, ~~and amidships~~	108.16 ✓	148. ✓	~~Other tanks, if fitted,~~	-	-
Total length (if continuous) and Capacity	108.16	148.	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6832

Date 21.1.46

Dates of Surveys held while building

1946 Feb 6. Mar 15. 26 27 Apr 4. 8. 12 19 25. 30 May 2. 10. 15. 17. 20. 22. 23. 24. 27. 28. 30 Jun 3 Jun 9 Aug 5

1947 Jan 6. 20. 31 Feb 5. 18. 19. 24. 25 Mar 6. 12. 13. 14. 18.

Total No. of Visits 37.