

SEE ALSO ATTACHED FIRST ENTRY REPORT

(Received at London Office)

23 APR 1947

No. 91660

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 12th April 1947. When handed in at Local Office 14.4.1947 Port of GLASGOW.

No. in Survey held at GRANGEMOUTH Date, First Survey 6th Feby. 46 Last Survey 18th March, 1947.

Reg. Book. on the Wood, Iron or Steel M.V. "TRAQUAIR" ex "GUERNSEY QUEEN"

25256 TONNAGE:— Built at BURNTISLAND By whom BURNTISLAND S.B. CO. LTD. When 1939

GROSS 564.87 Owners G.B. GIBSON & CO. LTD. Owners' Address (If not already recorded in Appendix to Register Book).

UNDER DK 366.44 Managers Port belonging to LEITH

NET 279.44

Surveyed Afloat or in Dry Dock? BOTH Name of Dock GRANGEMOUTH Destined Voyage

Well D B or D B a feet; u E & B feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.

Machinery and Boiler
Surveys
(Including date of N.B., if any).

†-100A1 12.43 †-L.M.G.-5.39
T.S.(O.G.) 7.43

N.B.—All alterations in the existing records should be underlined.

Last Report, No. D-10 Port DIE

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified } 4 ft. 6 1/2 ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE REPAIRS: SPECIAL SURVEY AND RECONSTRUCTION

This vessel 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 No.D.10 dated 6.7.45, subsequently the after portion of the vessel abaft bulkhead No.28 was salvaged and acquired by Messrs. The Grangemouth Dockyard Co. Ltd., who repaired it, built a new fore part, (see accompanying First Entry Report) and joined the two sections together. On completion the vessel was purchased by Messrs. George Gibson & Co. Ltd., of Leith.

DAMAGE REPAIRS:

On examination of the salvaged after portion of the vessel in drydock, the bottom and side shell plating port and starboard were found to be indented, several frames in way of the side shell, port and starboard, were buckled; bulkhead No.28 forming the fore end was found to be buckled.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	15	3	-	-	-	-	-	Bulkhead 28 removed, faired and refitted.
Removed and Faired or Repaired	12	2	-	-	-	-	-	Bulkhead 25 wing plates renewed, etc., etc.
Faired or Repaired in place ...	9	11	-	-	-	-	2	

PRESENT CONDITION OF THE

Decks Good

Caulking of Decks Good

Hamings Good

Beams & Fastenings Good

Outside Plating Good

" " in way of sidelights Good

Frames Good

Engines Good

Boilers Good

Refrigerators Good

Flues Good

Belsons Good

Rings Good

Inner Bottom Plating Good

Have the Tanks been examined internally? Yes

Have the Tanks been tested? Yes

Bulkheads Good

Ceiling Good

Cement or Asphalte Good

Rudder Good

Steering gear and its connections Good

Windlass Good

Have pumps been examined and found efficient? Yes

Have Sluice Valves been examined and found efficient? None

Have Watertight Doors been examined and found efficient? None

Have Ventilators and their Coamings been examined and found efficient? Yes

Air and Sounding Pipes Good

Doubling Plates under Sounding Pipes Good

Engine Room Skylights Good

Coal Bunkers, Openings, Covers, &c. Good

Oil Bunkers Good

Scuppers Good

Cargo Hatchways Good

Hatches Good

Planking

Caulking

Treenails

Breasthooks & Stemson.

Transoms, Pointers & Crutches

Timbers of Frame at openings.

" " at other places

Stringers, Clamps & Shelves

Siding (State if examined.)

Copper, or Y.M. (State if on Y.M.)

When fitted, Month Year

Boats Good

Masts, Yards, &c. Good

Condition, how ascertained? Renewed at this time

Equipment letter h

Anchors, No. of 3B and 1S

Cables (State if now ranged) Yes

" length 195 1/3 mean diamr 1 1/8"

" Rule length 195 size 1 1/8"

Chain Locker Good

Hawsers & Warps Good

Standing and Running Rigging Good

General Observations, Opinion as to Class, Recommendation, &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 this 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 survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

All damage repairs having been satisfactorily completed and all the requirements of the Special Survey having been complied with, this vessel is now in good and efficient condition and eligible, in my opinion, to be reclassified in the Register Book as formerly, viz. † 100A1 with record of survey 3.47 and the notations "Reclassified 3.47" and "S.S. Gmh. 3.47".

Survey Fee (per Section 29) £ 60 : 0 : 0 Fees applied for,

Special Damage or Repair Fee (if any) £ 42 : 0 : 0

Travelling Expenses (if chargeable) £ 4 : 14 : 0

Second Surveyor's Fee (if any)

Committee's Minute

GLASGOW

22 APR 1947

Surveyor to Lloyd's Register of Shipping.

Character Assigned

Reclass - 100A1

S.S. Gmh. 3.47

CERTIFICATE WRITTEN

Reclassified 3.47

- 1- Linc 3.47 subject

New fore part 47

"TRAQUAIR" (Cont'd)Permanent Repairs now effected (cont'd)

On completion of the foregoing repairs the after peak tank and oil fuel bunkers were examined under pressure in accordance with Rule requirements and found tight and satisfactory; the disturbed shell plating clear of the above tanks and the poop deck where disturbed were hose tested and found tight and satisfactory.

SPECIAL SURVEY OF AFTER PORTION (FROM BULKHEAD 28-AFT):

After portion of vessel placed in dry dock, bottom shell and rudder cleaned, examined, found satisfactory and recoated. Rudder lifted.

The after peak, tween decks, oil fuel bunkers, machinery space and deep tank cleared. All casings of soil, scupper, air and sounding pipes removed. Steel work exposed, including plating under sidelights. All oxidation removed from the surface of the inside shell plating, frames, stringers, floor plates, keelsons, beams, bulkheads, etc., steel work examined, found in good condition and coated. There being no indication of wasting it was not deemed necessary to drill the shell plating. The after peak tank, oil fuel bunker and deep tank were tested by water pressure and found tight and satisfactory, subsequently they were examined internally and found satisfactory. Decks, casings, companionways, ventilators coamings and covers, examined and found satisfactory. Steering gear, (Hyland hydraulic) removed from ship, overhauled and refitted; emergency steering arrangements examined and found satisfactory. Pumps, air and sounding pipes examined and found in good condition. Doubling plates found under all sounding pipes.

As the main engine was removed from the ship for overhaul, particular attention was paid to the structure forming the engine seating, this was found to be in a satisfactory condition.

RECONSTRUCTION:

The original after portion of the vessel as now repaired, and the new forward portion as now built were joined together in drydock, temporary shell plates which were fitted to the forward portion to make it watertight, were removed, and new plates fitted to give a disposition of shell butts in accordance with Rule requirements. On completion, the deep tank was tested in accordance with Rule requirements, and the disturbed structure clear of the deep tank was hose tested and found tight and satisfactory.

Vessel re-measured for assignment of freeboard, freeboard verified and marks cut in.

NOTE: In the vessel as reconstructed cargo battens are not fitted, nor has the portable deck in No.2 hold been fitted.

James M. W. Sanders