

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 14.4.47 Port of GLASGOW.

No. in Survey held at GRANGEMOUTH Date, First Survey 6th Feby. 46 Last Survey 18th March, 19 47. (No. of Visits thirty seven)

25256 on the Wood, Iron or Steel M.V. "TRAQUAIR" ex "GUERNSEY QUEEN"

TONNAGE: - Built at BURNTISLAND By whom BURNTISLAND S.B. CO. LTD. When 1939 MONTH 5

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

UNDER DECK 365.44 Managers Port belonging to LEITH

NET 279.44 Surveyed Afloat or in Dry Dock? BOTH Name of Dock GRANGEMOUTH Destined Voyage

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

Table with columns for CHARACTER, Date of last Survey and of Periodical Surveys, Machinery and Boiler Surveys, and T.S. (O.G.)

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 seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised.

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

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 table with columns for Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Beams, Inner Bottom Plates, Dk. Plates, and Other Items

PRESENT CONDITION OF THE table with columns for Decks, Bulkheads, Engine Room Skylights, Copper, or Y.M., etc.

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, Social Damage or Repair Fee (if any) (per Sec. 29) £ 42 : 0 : 0 Received by me, Travelling Expenses (if chargeable) £ 4 : 14 : 0

Committee's Minute GLASGOW 22 APR 1947

Character Assigned Reclass - 100A1 3.47 Reclassified 3.47 S.S. Gmh. 3.47 - 1- Gmh 3.47 subject New fore part 47

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"TRAQUAIR" (Cont'd)

Damage Repairs (cont'd)

the cabin flat and poop deck were buckled locally and the bulwarks, port and starboard, were also found to be buckled. Ventilators and other fittings on the poop deck were damaged. Other minor damage was noted, which was stated to have been due to salvage operations, several holes having been cut in the side shell and local doublings fitted, etc.

It was recommended that permanent repairs be effected to all the damaged parts of the structure and these were effected as follows:

PERMANENT REPAIRS NOW EFFECTED:

Flat plate Keel. Plates Nos. 1 and 2 removed, faired and refitted.

Shell Plating (All plates numbered from aft).

Starboard Side: "A" strake, plates Nos. 2 and 4, faired in place.

"A" " " No. 3 removed, faired and refitted.

"A" " " No. 5 renewed.

"B" " " No. 2 removed, faired and refitted.

"B" " " No. 4 renewed.

"C" " " No. 4 renewed.

"D" " " Nos. 1 and 2 faired in place.

"D" " " No. 4 renewed.

"E" " " No. 3 removed, faired and refitted.

"E" " " No. 5 renewed.

"F" " " Nos. 2 and 3 removed, faired and refitted.

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

ANCHORS.

Number of Certificate.	Anchors.*	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.				
	1st Bower													
	2nd "													
	3rd "													
	Collective Weight													
	Stream.....													
	Kedge.....													

* 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.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

"F" strake, plates No. 5 renewed.

"G" " " Nos. 3 and 5 renewed.

"G" " " No. 4 removed, faired and refitted.

Port Side: "A" strake, plate No. 3 faired in place.

"A" " " No. 4 removed, faired and refitted.

"A" " " No. 5 renewed.

"B" " " No. 3 removed, faired and refitted.

"B" " " No. 4 renewed.

"TRAQUAIR" (Cont'd)

Permanent Repairs now effected:

Port Side (Cont'd) "C" strake, plate No. 3 faired in place.

"C" " " No. 4 renewed.

"D" " " No. 4 renewed.

"E" " " No. 5 renewed.

"F" " " Nos. 2, 3 and 4 faired in place.

"F" " " No. 5 renewed.

"G" " " Nos. 3 and 4 removed, faired in refitted.

"G" " " No. 5 renewed.

Framing Starboard Side: Nos. 4, 10 and 13 renewed.

Nos. 5, 7, 8, 11, 12, 14 and 15 faired in place.

Nos. 6 and 9 removed, faired and refitted.

3 frame brackets removed, faired and refitted.

5 beam knees removed, faired and refitted.

Framing Port Side: Nos. 13, 14, 15 and 18 in way of poop tween decks, faired in place.

1 beam knee removed, faired and refitted.

Bulkheads:

Bulkhead No. 28 dismantled, plates and boundary bars faired and refitted.

Bulkhead No. 25, wing plates, port and starboard, renewed, and boundary bars in way of same renewed.

Decks:

Cabin Flat Aft: Stringer plate in way of oil fuel bunkers, starboard side, faired in place.

Stringer angle in way of oil fuel bunkers, starboard side, cropped and part renewed.

Poop Deck:

Stringer plate, starboard side, faired in place.

Stringer angle, starboard side, cropped and part renewed.

Stringer angle, port side, faired in place.

Bulwarks:

Starboard Side:

Plates Nos. 2-5 inc., removed, faired and refitted.

Bulwark stays in way of above plates, removed, faired and refitted.
Bulwark rail in way of above plates part renewed and part removed, faired and refitted.

Port Side:

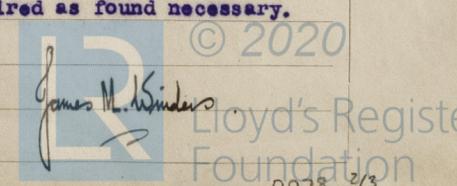
Plates Nos. 3, 4 and 5 removed, faired and refitted.

Bulwark stays in way of above plates, removed, faired and refitted.
Bulwark rail in way of above plates, removed, faired and refitted.

Ventilators and other fittings on the poop deck repaired as found necessary.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



"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. Sanders



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