

REPORT OF TOTAL LOSS, CASUALTY, BREAKING UP, ETC.

WRECK
SECTIONWRECK
SECTION

No. 795

Date of
Build 1-1942

Ship's Name SS/MS "GREEN RANGER"

Gross tons 3299

Casualty notice
sent to Owners 13.12.62. Owners' Reply ---

Owners The Admiralty

Details of classification

+100A1	+LMC CS8,58
oil tanker	BS A 8,58
After cargo tanks -	sp 12,53
FP above 150°F.	ts 1,57 CL
6,61	
ss Dr 8,54	
8,58	

Details of casualty

This ship stranded 5 miles off Hartland Point in heavy seas and subsequently broke in two.

No reply has been received to a letter addressed to the owners on 13th December, 1962.

Date of casualty 17th November, 1962.

WRECK
SECTION

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SOURCE OF INFORMATION

GREEN RANGER. — Hartland Point, Nov. 17. — Clovelly lifeboat launched and Appledore lifeboat launching to tug CASWELL and tow (motor tanker Green Ranger) three miles west of Hartland Point.

London, Nov. 17. — Clovelly lifeboat was launched to-night in rough seas to go to the aid of tug CASWELL, which was towing Royal Fleet Auxiliary motor tanker Green Ranger from Plymouth to Cardiff. Later, the Green Ranger was reported adrift off Hartland Point after the towline parted in heavy seas. The tanker was drifting towards the shore. The CASWELL was reported to be all right. Hartland Lifeboat Company was standing by to assist the Green Ranger. Appledore lifeboat was launched.

London, Nov. 17. — A naval spokesman at Plymouth said that motor tanker Green Ranger was broken away from tug CASWELL and was now drifting towards Hartland Point. There were no reports from the board. A helicopter

Chivenor, had tried to take the men off by winch but the wind was too high and the helicopter had to return to base at dusk. Ships in the vicinity are proceeding to the Green Ranger, including H.M. destroyer Agincourt, from Milford Haven. — Exchange Telegraph Company.

London, Nov. 17. — Motor tanker Green Ranger has gone ashore at Long Peak, about five miles off Hartland Point. Clovelly lifeboat returned, having been unable to make contact with the tanker. Extra crew and men from the Bude district in north Cornwall joined Hartland Lifeboat Company and other volunteers on the cliffs, but Hartland Coastguard reported to naval headquarters at Plymouth late to-night that they had been prevented from getting a line on board the Green Ranger by the weather conditions.

Hartland Point, Nov. 18. — Motor tanker Green Ranger: Clovelly lifeboat returned to station at 9.30 p.m., Nov. 17; radio damaged, boat full of water.

Westward Ho, Nov. 18. — Appledore lifeboat launched at 5.45 p.m., Nov. 17, to vessel far red flares off Hartland Point. Lifeboat returned at 8.45 a.m. to-day, with persons rescued by Coastguard, with saving apparatus, from motor tanker Green Ranger.

LL 23/11/62

GREEN RANGER. — Plymouth, Nov. 22. — Admiralty experts and salvage men boarded Clovelly lifeboat yesterday and were taken to motor tanker Green Ranger, lying on rocks at Long Peak, south of Hartland Point, but the seas were running high, and Coxswain William Braund found it impossible to get close enough to the wreck without running the risk of hitting rocks. When close in to her, they found she was still lying in the same position as when she went ashore. She was rocking in the surf and seas were breaking over her. One of the lifeboat crew said there was a strong smell of diesel oil in the water and this seemed to indicate that the ship had been holed. The naval coastal salvage ship Swin was yesterday reported to be on her way to Hartland Point. — "The Western Morning News." (See issue of Nov. 19.)

LL 24/11/62

GREEN RANGER. — Hartland Point, Nov. 22. — Naval coastal salvage ship Swin arrived Hartland Point on Nov. 22 to assist in the salvaging of motor tanker Green Ranger. (See issue of Nov. 23.)

LL 28/11/62

GREEN RANGER. — Plymouth, Nov. 27. — A more detailed inspection of motor tanker Green Ranger is to be made by Admiralty salvage experts before a final decision on whether she can be salvaged is taken. This was announced by the Admiralty at Plymouth yesterday. Salvage experts were landed on the wreck by helicopter last week, but the inspection they made was only a superficial one. Now arrangements have been made for the Admiralty salvage vessel Swin to start a more intensive investigation with the aid of divers. — "The Western Morning News." (See issue of Nov. 24.)

LL 6/12/62

GREEN RANGER. — Plymouth, Dec. 4. — No decision on whether the wrecked motor tanker Green Ranger will be salvaged or not will be taken until the spring, an Admiralty spokesman said in Plymouth yesterday. Salvage experts spent several days on board the wreck at Long Peak, Hartland, and a salvage report is now in the hands of the Admiralty. The spokesman said that before any large scale salvage operation is undertaken a period of settled weather must be expected. It is understood that next spring a further inspection will be made of the Green Ranger to assess the damage she has sustained while aground. The Admiralty salvage vessel Swin, which has been in the vicinity to assist in the salvage inspection work, has now returned to her base at Portsmouth. — "The Western Morning News." (See issue of Nov. 28.)

LL 11/12/62

GREEN RANGER. — Plymouth, Dec. 10. — Motor tanker Green Ranger, ashore on the rocks near Long Peak, Hartland, broke in two at the week-end (Dec. 8-9) after a pounding from westerly gales. Her afterpart was still wedged firmly on the rocks yesterday, but the forepart was bouncing with the action of the heavy seas. The break had occurred just before the bridge. The forepart appeared to be showing signs of breaking up. There were signs last night that the severe gale was abating. — "The Western Morning News." (See issue of Dec. 6.)

Suggested record

"WRECKED 11,62"

Date of Committee

Minute

1,000,12,61 (MADE AND PRINTED IN ENGLAND)

Noted by

FRIDAY - 4 JAN 1963

Lloyd's Register
Foundation

003191-003199-0293