

REPORT OF SURVEY FOR REPAIRS, &c.Date of writing Report **30-6-1953**

When handed in at Local Office.....19.....

Port of **Amsterdam**No. in
Reg. Book.Survey held at **Amsterdam**Date, First Survey **12-6-1953** Last Survey **23-6-****1953**(No. of Visits.....**7**.....)**73066** on the **Wood, Iron or Steel****S/S 'RANELLA'**

TONNAGE :-

GROSS **7199**UNDER DECK **6755**NET **4236**

Built at

Montreal

By whom

Canadian Vickers When **1942**

Owners

Eilang Glansen Rederi A.S.

Owners' Address

(If not already recorded in Appendix to Register Book.)

Managers

Eilang Glansen

Port belonging to

Kristiansand

Surveyed Afloat or in Dry Dock?

bothName of Dock **N.D.S.M. v.a.f.**

Destined Voyage

24.6 Rotterdam

BorD Ba

feet; uE & B

feet; f

f

capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Only alterations in the existing records of tanks should be inserted.

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

st Report, No.

7994

Port

N.O.

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations 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 placement 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.

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

not requiredWas a damage report made by anyone else? if so, by whom? **Underw. Surv.**

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage repairs in dry dock.

The vessel is reported to have sustained damage through heavy weather on a voyage from London to New Orleans from November 23rd to 27th and December 1st to 12th, 1953.

The following damage repairs have been carried out:

Vessel placed in dry dock, bottom and rudder cleaned, examined, ground or made in good condition and recoated.

Round rudderstock at top of upper rudder arm fractured. Consequently the rudder was condemned and replaced by a Liberty type rudder as per N.D.S.M. drawing S 6073 which has been made in conformity with the plan approved in Rotterdam Office G.K. 23-3-'53 (N.D.S.M. drawing S 5826 c)

STATE OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	1 (partly)							rudder
Removed and Fair'd or Repaired		2 (partly)						
Fair'd or Repaired in place ...	2							

GENERAL CONDITION OF THE

Condition of Decks	good	Bulkheads	not ex. nt	Engine Room Skylights	good	Copper, or Y.M. (State if on Felt.)	When fitted, Month	Year
Platings	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	Boats	not ex. nt	
Frames & Fastenings	not ex. nt	Cement or Asphalt	"	Oil Bunkers	not ex. nt	Masts, Yards, &c.	good	
Plating	good	Rudder	good	Scuppers	good	Condition, how ascertained (State if wedges removed)	from deck	
Plating in way of sidelights	not ex. nt	Steering gear and its connections	"	Cargo Hatchways	"	Equipment letter	at	
Plating in way of repairs	good	Windlass	"	Hatches	"	Anchors, No. of	complete	
Frames	not ex. nt	Have pumps been examined and found efficient?	not ex. nt	Planking	"	Cables (State if now ranged)	no	
Frames	not ex. nt	Have Stillee Valves been examined and found efficient?	not ex. nt	Caulking	"	length (on board.)	"	mean diam. "
Frames	not ex. nt	Have Watertight Doors been examined and found efficient?	not ex. nt	Treenails	"	Rule length	"	size "
Frames	not ex. nt	Have Ventilators and their Coamings been examined and found efficient?	good	Breasthooks & Stemson	"	Chain Locker	not ex. nt	
Frames	not ex. nt	Air and Sounding Pipes on deck	good	Transoms, Pointers & Brackets	"	Hawseers & Warps	sufficient	
Frames	not ex. nt	Doubling Plates under Sounding Pipes	not ex. nt	Timbers of Frame at openings	"	Standing and Running Rigging	efficient	
Frames	not ex. nt			Stringers, Clamps & Shelves	"	Sails	"	
Frames	not ex. nt			Sealing	"			
Frames	not ex. nt			State if examined				

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."

This vessel is in a good and efficient condition and in my opinion eligible to be continued as now classed with fresh docking record 6.53 (ams.) subject to 15 fathoms of chain cable being supplied at earliest opportunity.

Survey Fee (per Section 23)

Fees applied for,

Special Damage or Repair Fee (if any) (per Sec. 23)

fl : 160.-**30.6 1953**

Travelling Expenses (if chargeable)

fl : 19.-

Received by me,

Second Surveyor's Fee (if any)

fl :**19****TUESDAY 28 JUL 1953**

Committee's Minute

Character Assigned

6.53 ams. subject**56.53**

Surveyor to Lloyd's Register of Shipping.

003958-003963-0271

S. R. L. 126: Amended subject: 15 fms. of Chain cable to supply earliest opportunity.

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.	lbs.	Cwts.	qrs.	lbs.			
	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.

[illegible]