

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report.....19... When handed in at Local Office.....19... Port of **NEWCASTLE-ON-TYNE**
 No. in Reg. Book. Survey held at **NORTH SHIELDS.** Date, First Survey **26th July** Last Survey **15th August 1942**
 (No. of Visits **7**)

74678. on the **Wood, Iron or Steel** **GRAY RANGER.**

TONNAGE:— Built at **DUNDEE** By whom **CALEDON S.B. & E.C. LTD** YEAR. MONTH.
 GROSS **3313.** Owners **THE ADMIRALTY.** When **1941.** 9
 UNDER DECK **2558** Managers
 NET **1506.** Port belonging to **LONDON.**

Surveyed Afloat or in Dry Dock? **BOTH** Name of Dock **SMITH'S DOCK CO. LTD** Destined Voyage
 Cell/D/Bor/D/BA feet; uE&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)

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

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

Last Report, No. **9256** Port **DUN**

(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. 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 **yes**

Society's Freeboard (if assigned) as } **2** ft. **5 1/4** ins.
 painted on Ship and now verified }

Was a damage report made by anyone else? if so, by whom? **not known.**

REPAIRS, OR EXAMINATION AS PER RULE, FOR

DAMAGE stated to have been caused through encountering **continuous** **Survey.**

Ice whilst on voyage United Kingdom to Russia on 29th June 1942.

& Loss of 1 Bower Anchor and 30 fathoms of Cable at Scapa Flow 22nd May 1942.

DAMAGE - Stem rose plate & Shell plating Pts. indented and torn.

Now Done - Vessel placed in Dry Dock, bottom rudders, cleaned, examined and recoated.

STEM - Shaped rose plate cropped at approx 7'0" & 22'0" hanks and intervening plate renewed. Lower part of rose plate faired in place.

STARBOARD

B.I. & C.I. doubling plate removed faired refitted.

C.I. cropped and part removed faired refitted

E.I. " " " renewed & **E.I.** doubling plate faired in place **[P.T.O.]**

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	3.	1.						See Report.
Removed and Fair or Repaired	1.	2.						
Faired or Repaired in place	2.							

PRESENT CONDITION OF THE

Decks Good.	Bulkheads ✓	Engine Room Skylights Good.	Copper, or Y.M. (State if on Pelt.)
Planking of Decks "	Ceiling ✓	Coal Bunkers, Openings, Covers, &c. "	When fitted, Month Year
Stowings "	Cement or Asphalt ✓	Oil Bunkers ✓	Good
Rings and Fastenings ✓	Rudder Good	Scuppers ✓	Boats Good
Outside Plating Good	Steering gear and its connections "	Cargo Hatchways Good	Masts, Yards, &c. "
" " in way of sidelights ✓	Windlass "	Hatches "	Condition, how ascertained from Dk
Names fair End Good	Have pumps been examined and found efficient? ✓	Planking ✓	(State if wedges removed.)
Reverse Frames ✓	Have Sluice Valves been examined and found efficient? ✓	Caulking ✓	Equipment letter
Longitudinals ✓	Have Watertight Doors been examined and found efficient? ✓	Treenails ✓	Anchors, No. of 3 B.H.S.
Transverses ✓	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson ✓	Cables (State if now ranged)
Decks ✓	Air and Sounding Pipes ✓	Transoms Pointers & Crutches ✓	" length 270. mean diamr 2 3/16.
Elsons ✓	Doubling Plates under Sounding Pipes ✓	Timbers of Frame at openings ✓	(on board)
Rings ✓		" " at other places ✓	" Rule length 270. size 2"
Inner Bottom Plating ✓		Stringers, Clamps & Shelves ✓	Chain Locker Good.
Have the Tanks been examined internally? ✓		Sinking (State if examined.) ✓	Hawsers & Warps Efficient
Have the Tanks been tested? F.P. only			Standing and Running Rigging Good
			Sails ✓

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 good and efficient condition so far as now seen, and is eligible in my opinion to remain as classed and to have fresh record of Dry Docking 8.42, Subject to 1. Bower anchor being verified with certificate

(R.L.I. Form to follow.)

Survey Fee (per Section 20)	£	:	:	Fees applied for, 19...
LICENCE CASE.				Received by me, 19...
Special Damage or Repair Fee (if any) (per Sec. 20)	£	8	8 0	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute

Character Assigned

TUE. 15 SEP 1942

100A
Carr: oil fuel &c

Subject

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1132-0239

PORT SHELL.

GRAY RANGER.

2

C.1 & E.1 cropped and part renewed

C.1 doubling renewed. & B1 & F1 doubling faired in place.

MAIN FRAMES. PORT. - 1 cropped & part renewed.

STARP 3 cropped and part removed faired and refitted.

MIDDLE & LOWER stringers rose plate removed faired and refitted.

Beam knees, frame tie brackets and connections dealt with as necessary.

A few minor repairs effected.

Fore Peak Tank watertested with satisfactory results.

Equipment The following has been supplied to the vessel by the Admiralty.

1. BOWER Anchor and 30 fathom of cable

2 Anchor shackles and 1 joining shackle (Spares)

see Certificate

particulars below - now verified except Bower Anchor.

The Decks, berings, vents, hatchways and closing appliances, windlass, LHM

Gangway & equipment generally examined found in good condition.

An Annual Freeboard Survey has now been held (report forwarded).

The Anchor cables ranged in Drydock - a few studs hardened up.

A few minor wear & tear repairs effected.

hina shell indents in way of Roop (P45) & Towncastle (P45) examined, the riveting and caulking overhauled - These do not affect the vessels seaworthiness.

GLY

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.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
23950 A.	2nd "	2	3	18				91	2	2	0				ANCHOR SHACKLES		LPH-BC/10442/ARUTLER
	Collective Weight.																
	Steam																
	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.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
115161	30.	2 3/16.	86.1	120.5.	73.0.10	71.3.0			S.L.		6-5-41/LPH-N/H-RELF.
6454.			86.1	120.5	3 11				Joining SHACKLE FOR 2 3/16 SL.		26-12-41/LPH-CH/ S.C. PAUL.
Iron Steam Chain or Steel Wire....											

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.



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