

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 31 AUG 1942 Port of NEWCASTLE-ON-TYNE
 No. in Reg. Book. Survey held at NORTH SHIELDS. Date, First Survey 26th July Last Survey 15th August 1942
 on the Wood, Iron & Steel GRAY RANGER. (No. of Visits 7)

TONNAGE:— Built at DUNDEE By whom CALEDON S.B. & F.C. LD YEAR. MONTH. 1941. 9
 GROSS 3313. Owners THE ADMIRALTY. Owners' Address
 UNDER DK. 2558 Managers Port belonging to LONDON.
 NET 1506.

Surveyed Afloat or in Dry Dock? BOTH Name of Dock SMITH'S DOCK CO LD Destined Voyage ✓
 Cell D Bor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
 total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records of tanks should be underlined.
 Last Report, No. 9256 Port DUN

CHARACTER. * For Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>+ 100 A.I.</u>	<u>+ L.M.C. 9-41.</u>
<u>9-41.</u>	<u>C.L.</u>
<u>Carrying O.F. in bulk F.P. etc.</u>	

(Periodical Surveys, when held, must be reported in detail and scriatum 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. 5/4 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
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.
NOIS DONE - Vessel placed in Dry Dock, bottom rudders, cleaned, examined and recoated.
STEM - Shaped rose plate cropped at approx 7'0" & 22'0" marks and intervening plate renewed. Lower part of rose plate faired in place.
STARBOARD Shell
B.I. & C.I. doubling plate removed faired refitted.
C.I. cropped and part removed faired refitted
E.I. " " renewed & F.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	<u>3.</u>	<u>1.</u>						<u>See Report.</u>
Removed and Faired or Repaired	<u>1.</u>	<u>1.</u>						
Faired or Repaired in place	<u>2.</u>							

PRESENT CONDITION OF THE	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Decks <u>Good.</u>								
Planking of Decks <u>"</u>								
Paintings <u>Good.</u>								
Rivets & Fastenings <u>Good.</u>								
Outside Plating <u>Good.</u>								
" " in way of sidelights <u>Good.</u>								
Staircases <u>Good.</u>								
Transverse Frames <u>Good.</u>								
Longitudinals <u>Good.</u>								
Transverses <u>Good.</u>								
Decks <u>Good.</u>								
Beams <u>Good.</u>								
Stringers <u>Good.</u>								
Inner Bottom Plating <u>Good.</u>								
Have the Tanks been examined internally? <u>Yes.</u>								
Have the Tanks been tested? <u>F.P. only.</u>								
Bulkheads <u>Good.</u>								
Ceiling <u>Good.</u>								
Cement or Asphalt <u>Good.</u>								
Rudder <u>Good.</u>								
Steering gear and its connections <u>Good.</u>								
Windlass <u>Good.</u>								
Have pumps been examined and found efficient? <u>Yes.</u>								
Have Sluice Valves been examined and found efficient? <u>Yes.</u>								
Have Watertight Doors been examined and found efficient? <u>Yes.</u>								
Have Ventilators and their Coamings been examined and found efficient? <u>Yes.</u>								
Air and Sounding Pipes <u>Good.</u>								
Doubling Plates under Sounding Pipes <u>Good.</u>								
Engine Room Skylights <u>Good.</u>								
Coal Bunkers, Openings, Covers, &c. <u>Good.</u>								
Oil Bunkers <u>Good.</u>								
Scuppers <u>Good.</u>								
Cargo Hatchways <u>Good.</u>								
Hatches <u>Good.</u>								
Planking <u>Good.</u>								
Gaulking <u>Good.</u>								
Treenails <u>Good.</u>								
Breasthooks & Stemson <u>Good.</u>								
Transoms Pointers & Crutches <u>Good.</u>								
Timbers of Frame at openings <u>Good.</u>								
" " at other places <u>Good.</u>								
Stringers, Clamps & Shelves <u>Good.</u>								
Sarking (State if examined.) <u>Good.</u>								
Copper, or Y.M. (State if on Fell.) <u>Good.</u>								
When fitted, Month <u>1942</u> Year <u>1942</u>								
Boats <u>Good.</u>								
Masts, Yards, &c. <u>Good.</u>								
Condition, how ascertained <u>from Dk</u> (State if wedges removed.)								
Equipment letter <u>3B115.</u>								
Anchors, No. of <u>3B115.</u>								
Cables (State if now ranged)								
" length <u>270.</u> mean diam. <u>2 3/16.</u> (on board)								
" Rule length <u>270.</u> size <u>2"</u>								
Chain Locker <u>Good.</u>								
Hawsers & Warps <u>Efficient</u>								
Standing and Running Rigging <u>Good.</u>								
Sails <u>Good.</u>								

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, 31 AUG 1942
Special Damage or Repair Fee (if any) (per Sec. 20) £ <u>8 8 0</u>	Received by me, <u>[Signature]</u>
Travelling Expenses (if chargeable) £	Surveyor to Lloyd's Register of Shipping.
Second Surveyor's Fee (if any) £	

Committee's Minutes TUE. 15 SEP 1942
 Character Assigned 100A Subject Carry oil fuel etc
 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.

STARBOARD 3 cropped and part removed faired and refitted.

MIDDLE & LOWER stringer 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, bearings, 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 bear steer repairs effected.

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

9/14

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.			
	1st Bower															
23950 A.	2nd "	2	3	18				91	2	20			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.					
115161	30.	2 3/16.	86.1	120.5.	73.	0.	10	71	30		S.L.		E-5-41/LPH-N/A-REF.
6454.			86.1	120.5			3	11			Joining SHACKLE FOR 2 3/16 SL.		20-12-41/LPH-CH/S.C. PAUL.

Iron Stream 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 dampened 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.