

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 4-SEP-1942)

Date of writing Report 19 25/8/42 When handed in at Local Office Port of NEWCASTLE-on-TYNE

No. in Survey held at NORTH SHIELDS Date, First Survey 27-7-42 Last Survey 15-8-1942 (No. of Visits 6)

4678. on the Machinery of the Wood, Iron or Steel TANKER **M/Y 'GRAY RANGER'**

tonnage { Gross 3313. Net 1506. Vessel built at TUNDEE. By whom CALEDON S.S. & CO. LD. Year. Month. 1941 9. Engines made at SUNDERLAND. By whom WM DOXFORD & SONS LD. When 1941. Boilers, when made (Main) (Donkey) 1941. Owners THE ADMIRALTY. Owners' Address (if not already recorded in Appendix to Register Book.) Port LONDON. Voyage Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. Port

Particulars of Examination and Repairs (if any) DOCKING - PART CB.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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 why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time? No.

Where this was not done, state for what reasons? D.B.S. Not Dur.

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

What is the latest date of internal examination of each boiler? Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? NO Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the date of examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? YES.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done PART CB.

DOCKING & PART LMC.CS:- Propeller, outer end of stem bush, and outside fastenings of sea connections examined and found in good condition. Sea connections opened up, examined and found in good condition.

Following parts of machinery opened up examined and found in good condition.

MAIN ENGINE:- Nos 1, 3. Cylinder liners, upper & lower pistons, valves & gear.

AUXILIARIES:- Port & Star auxiliary air compressors complete.

Auxiliary jacket cooling water pump.

WORKS:- Auxiliary jacket C.W pump bucket rods skimmed up & dressed. Minor repairs & adjustments effected.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as seen

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.S.I.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.)

is in my opinion to remain as classed in the Register Book, with fresh record of surveys L.M.C.CS with

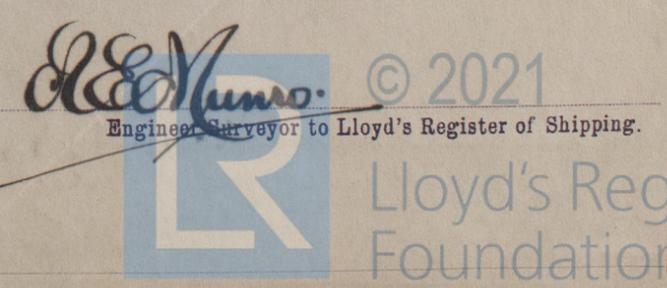
when the survey is completed.

Copy Fee (per Section 20) £ 5 : 5 : - Fees applied for

Estimated fee £1.1.0 Special Damage or Repair Fee (if any) £ Received by me, 19

Traveling expenses (if chargeable) £ 19

Committee's Minute TUE. 15 SEP 1942 As now assigned



Insert Character of Ship and Machinery precisely as in the Register Book

I commenced

It is intended that this vessel is eligible to remain as U.S. ship

7/9/42

Amos Webb

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