

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

(Received at London Office

4-SEP-1942

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

No. in Survey held at NORTH SHIELDS Date, First Survey 27-7-42 Last Survey 15-8-1942

4678 on the Machinery of the Wood, Iron or Steel TANKER M/V "GRAY RANGER" (No. of Visits 6)

Gross 3313 Net 1506 Vessel built at TUNDEE By whom CALEDON S.S. & CO. LD. Year. Month. When 1941 9.

Engines made at SUNDERLAND By whom WM DOXFORD & SONS LD. When 1941

Boilers, when made (Main) (Donkey) Owners THE ADMIRALTY Owners' Address (if not already recorded in Appendix to Register Book.) Port LONDON Voyage 1941.

Managers N Surveyed Afloat in Dry Dock SMITHS TD. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers 150 lbs. Most Report No. Port

Particulars of Examination and Repairs (if any) Docking - Part CB.

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

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

Is 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?

Donkey " " " No.

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?

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?

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?

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?

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?

Is the Survey 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 stern 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.

WATER: 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., F.D., &c.)

Eligible in my opinion to remain as classed in the Register Book, with fresh record of survey LMC.CS with

when the survey is completed.

Pay Fee (per Section 20) £ 5 : 5 : - Fees applied for 19

Estimated fee £1.1.0 Received by me, 19

Special Damage or Repair Fee (if any) £ : : -

(per Section 20.)

Travel expenses (if chargeable) £ : : -

% Repair Licence No 4918.

Committee's Minute

Assigned

TUE. 15 SEP 1942

As now

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Lloyd's Register Foundation

W1132-0243

I commenced

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

7/6/42

Amey Webb

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