

W1132-0256

11,38.

4 E

Inspected by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME

Gray Ranger

Rpt.

Date.

No.

9256

No.

9257

No.

9258

No.

9259

No.

93083

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Survey

REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH

This vessel's machinery appears to have been built in accordance with the Rules & approved plans; and it is submitted she is eligible to be classed

+ LMC 9.41.

2 DB 150 lb.

S(C.L)

Oil Engines 2 S.C.S.A.4 Cy. 22  $\frac{7}{16}$  - 85  $\frac{1}{16}$ 

The Lunde Surveyors should be requested to verify the thickness of the manhole compensation plate in the oil fired clunky boiler, whether this should be  $\frac{13}{16}$ " or 1".

It is enclosed the electric cables, which it is stated are Admiralty type, are lead covered, but this should be confirmed.

The above two matters refer also to the "Gold Ranger", Sun. Rpts. 9239 & 9238.

The Sld. Surveyors should be informed that the question of spare gear in the case of this vessel & also the "Gold Ranger", (Sld. No. 33062) is not quite clear. It is to be understood that all the Rule spare gear has been supplied except for a set of top & bottom end bearings? Any further relaxation of the Rules in this respect would first require approval in accordance with Circular 1769.

