

A. LOGAN, O.B.E.

TELEPHONE:
ROYAL 3266

SHELL TANKERS LIMITED,
IBEX HOUSE,
MINORIES,
LONDON, E.C.3

27th October, 1959.

H. N. Pemberton, Esq.,
Lloyd's Register of Shipping,
71, Fenchurch Street,
LONDON, E.C.3.

Dear Mr. Pemberton,

"AURIS"

I refer to our short conversation prior to the Nuclear Panel meeting at your office last week, when I mentioned that I must seek your co-operation in keeping the "AURIS" in continuous operation. I explained to you that, in view of the tonnage situation at the present time, if we run the "AURIS" in service another 12,000 tonner must go into lay-up. Whilst none of us can be crystal gazers, I have confirmed to my Management that the "AURIS" machinery as it is running at the present time is a sound mechanical job, therefore I have their agreement to run her for an indefinite period, during which time both ourselves and the British marine industry shall, I hope, gain invaluable operating experience with gas turbine machinery.

You appreciate that by this gesture we as a Company will be considerably 'out-of-pocket', for the fuel costs of the "AURIS" are sky-high as compared with the diesel 12,000 tonner operating on H.V.F.

Following the recent inspection of the machinery when this ship was operating off Dover in the presence of your Surveyor, your Liverpool office has issued a Certificate dated 20th October, 1959, which runs as follows:



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H. N. Pemberton, Esq.,
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" This is to Certify that I have Surveyed part of the Machinery of the G.T.V. "AURIS" 8269 tons gross, of London, during passage from Shell Haven to Dover, between 17th and 19th October, 1959, and that I will transmit to the Committee of Lloyd's Register of Shipping, London, a Report in which I will RECOMMEND that in the case of this vessel the following Survey Records be made in the Supplement to the Register Book and that her Machinery Classification Record be continued in the Book, subject to main reversing gears with hydraulic couplings and clutch being opened up for Special Examination by the Society's Surveyors by the end of November, 1959."

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This recommendation, we consider, is quite unjustified, for if we ourselves in any way felt the reversing equipment was not satisfactory, we would open up irrespective of any requirement on your part, and, further, I can assure you no risk will be taken by us.

To sum up, can I have your assurance that, subject to the machinery continuing to operate satisfactorily, you will not insist on the opening up of the reversing unit? Such opening up, etc. followed by sea trials, would take at least three weeks, therefore, to put in frankly, I am afraid unless you can meet us, further operation with the gas turbine must be ruled out at the present time.

I shall be very happy to come along and discuss the issue with you at your convenience.

Yours sincerely,

Alex. Logan



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