

Gas Turbine Tanker "AURIS."

The above ship was recently fitted with new propelling machinery consisting of a gas turbine driving propeller through a Pametrada hydraulic torque converter and reduction gearing, and the class is subject to the main reversing primary gears with hydraulic couplings and clutch being opened up for special examination on the vessel's return to the U.K. at the end of the first voyage.

Messrs. Robinson, Fyffe and Duggan of Messrs. Shell Tankers called at this Office this morning to discuss the question of this "subject". They stated that the vessel has now completed her first voyage, and was now at ~~THAMES~~ Haven, but they felt that the service experience gained on this first voyage was insufficient and they proposed that the ship should make a series of short voyages from Rotterdam to Norway, and they asked whether the Society would be prepared to extend the time limit for the special examination of the primary gears and hydraulic couplings.

Mr. Duggan who had accompanied the ship on her voyage stated that the machinery had functioned satisfactorily in all respects, and it was not desired to open up the gears and couplings now because it was felt that this might upset the alignment of the pinion shaft, and possibly affect the efficiency of the oil seals.

After some discussion it was agreed that consideration could be given to the extension of the limit in the first place for one month, but that it was felt desirable that arrangements should be made for Mr. Bowman, the Surveyor who supervised the installation of the machinery at Birkenhead and attended all the sea trials, to accompany the ship on a short voyage from ~~THAMES~~ Haven to Rotterdam or from Rotterdam to Norway, and report to this Office on the working of the machinery.

The Shell Tankers representatives informed us that it was expected the ship would be ready to sail from ~~THAMES~~ Haven sometime tomorrow Saturday, and probably from Rotterdam on Monday. They would advise us later in the day the exact programme for the ship, in order that arrangements might be made for Mr. Bowman to join her if possible. I telephoned the Liverpool Office and in the absence of Mr. Maplestone and Mr. Bowman on survey duties, spoke to Mr. Peacock and asked him to contact Mr. Bowman and give him a preliminary warning stating that we would advise him later of the exact arrangements to be made.

16th October, 1959.

Following later discussions with Shell and Mr. Bowman, it was agreed that Mr. Bowman would catch the night train from Liverpool, which will enable him to join the ship at Thameshaven about 9 am. on Saturday, and because his passport has expired and a new one cannot be obtained in the time available, the ship will make a short trip in the North Sea and afterwards put him ashore at Dover. Mr. Bowman will call at London Office on Sunday to report the results.

N.B. If it is decided to extend the present "limit", a new interim certificate should be issued by Mr. Bowman and a Report of covering the trial trip should be written.

*Voyage London to Dover on Auris. He is satisfied with performance of machinery & will recommend extension of limit - 1st and 2nd of November. Then propose 3 voyages Rotterdam to Norway. Sat 19/10*



© 2018

Lloyd's Register Foundation