



# LLOYD'S REGISTER OF SHIPPING

Entered in C/H 16r 6k. 8/10

Reliance House, 20, Water Street, Liverpool, 3

Telegrams: Register, Liverpool

9th September, 1959.

Telephone: Central 8891 (5 Lines)

Reference

C.E.S. Records

Dear Sir,

G.T.V. "AURIS"

Received 7.10.59

In connection with the machinery of the above vessel, on which the survey report is now being forwarded, we think it well to advise you of the following points for record purposes.

- (1) Steering gear. The original auxiliary gear (block and tackle) has been retained in addition to the original steam-hydraulic and new electro-hydraulic main gears.
- (2) The top of the funnel is provided with hinged steel covers (i.e. in way of the gas turbine exhaust passage). It was stated that this subject had been discussed between the Owners and the Society's Head Offices and approved. (See Warning Notices, below).
- (3) Propellers. The working propeller is left handed and the spare is right handed.
  - (a) With the spare propeller in use, the machinery would require to run astern for ahead propulsion, i.e. the drive would be through the astern torque converter (60% Eff'y).
  - (b) The original main thrust pads have been retained on board for use with spare propeller.
  - (c) It is understood that with the spare propeller in use, the reduced service R.P.M. will be well below the range of the Ahead torsional critical speed.
  - (d) With spare propeller and emergency steam turbine in use together, vessel can only be propelled astern.
- (4) The 3 alternative openings for air inlet to the main propulsion plant are interlocked to prevent all being closed simultaneously.
- (5) Time required to change over from Gas turbine to Emergency steam turbine - 3½ hours.

Performance of Emergency Steam Turbine @ 180lbs/psi= 36 Prop. R.P.M.  
@ 150lbs/psi= 32 Prop. R.P.M.

Ms. his Rpt please  
NOT YET REC'D  
22/9



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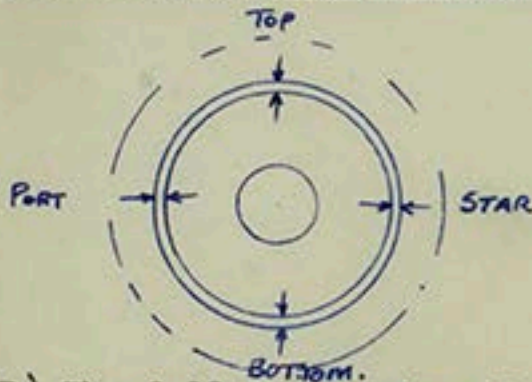
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(6) H.P. turbine No. 1, i.e. the working turbine during the Engine builder's basin and sea trials, was removed and replaced by the spare H.P. turbine No. 2, just prior to the vessel being taken over by the Owners. The No. 1 turbine was examined as far as possible through the inlet and outlet branches and sighting openings and found in good order.

Blade tip clearances which had been recorded before lifting the turbine, show a permanent decrease against the original readings as follows :

Clearances (cold) at Stage 5.



Pos.	Port	Top	Star	Bottom
Present				
Clearance	.054	.072	.066	.072
Original	.074	.83	.072	.080

(7) The following precautionary notice plates additional to those required by the Rules for Fire Extinguishers and barred speed range have been fitted at the control platform.

Before starting set, check funnel flaps are open and shaft turning gear is out.

Before lighting or re-lighting burners, combustion chamber drain valve must be open.

Starting turbine clutch must be disengaged when H.P. turbine speed exceeds 2000 R.P.M.

During operation and after shut-down, heat exchanger and W.H. boiler temperatures must be checked for indication of fire.

Hydraulic couplings must not be engaged if LP speed exceeds 3000 R.P.M.

Ahead coupling is not to be used as a brake.

Astern brake must not be engaged when friction clutch is in use.

Yours faithfully,

*C. C. Stacock*

Secretary to the  
Liverpool Committee.

The Secretary,  
London.



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~~SECRET~~ CLASSIFICATION

ENG.

LR-FAF-TBLS-168 2/2

U/S 12-56 SS MS  
W/V 3-59 New ordy.  
3-59 Apr 10  
SON A.A. Rpmr.

Report coming this P.  
Report back, per O.C.P.  
Sp/189.

Joh.



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