

Rpt. 9

Date of writing report 20.10.59.

Received London

Port Liverpool

No. 152842

Survey held at Shell-haven / Dover

No. of visits One

First date 17.10.59.

Last date 19.10.59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 02892 Name ~~SS.~~ G.T.S. "AURIS" Gross tons 8269 Date of build 1948 4
Owners Shell Petroleum Co. Ltd. Managers B.T.H. Cammell Laird and Pametrada Port of Registry London
Engines made 1959 By Type Gas Turbines DR geared to sc. shaft
No. of Main Engines 1 No. of Screws 1
Records of Survey & Special Notations as per Register Book
No. of Aux./Donkey Boilers 1db w.p. 180lb p.s.i. *100A1 Hull 2.55 *LMC Machinery 10.52
Surveyed Afloat or in Dry Dock Afloat SS. 10.52 BS. 1.55
Nature of Survey Extension of Limit T.S. ASSIGNED CL 2.55
Was Damage Report issued? No. Int. Cert? Yes s.p.s. 3.55
Last Report (For Head Office only) 152692 Res.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as far as now seen, is eligible in my opinion to remain as classed, without fresh record of survey, 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.

Date of Committee LIVERPOOL 2700 1959
Decision To now subject amended

Noted for Header

J. Bowman
Engineer Surveyor to Lloyd's Register of Shipping
J. Bowman.

- 32 Essential Independent Pumps (*Identify by position*)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main 40 Auxiliary
- 41 Oil Fuel Tanks (*Not forming part of hull structure*)
- 42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (*Identify by position*)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (*Identify by position and state latest date of internal examination of each boiler*)

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Safety Valves Adjusted to { Sat. Spt.	
Boiler Securing Arrangements	
Main Economisers	Exhaust Gas Heated Economisers
Steam Heated Steam Generators	Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?	Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	Funnel

EXAMINATION & TESTING OF STEAM PIPES (*State material*)

Main	Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?	Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (*Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class*)

Now Done.

Attended at Owner's request and accompanied vessel on passage from Shell-haven to the Straits of Dover, and examined the main propelling gas turbine machinery under full Ahead and full Astern running conditions.

The machinery was found to be in good working order, and the temperatures of transmission shaft bearings and clutch casings were normal. No deterioration in the condition of the primary gears, shafts, and hydraulic couplings could be found in the running and manoeuvring of the machinery at sea. (The friction clutch is not being used, and is not essential). It is considered that the machinery is in an efficient condition and that the Owner's request to defer the opening up of the main reversing primary gears with hydraulic couplings and clutch merits the approval of the Committee.

It is further recommended that the main reversing primary gears with hydraulic couplings and clutch be opened out for Special examination by the Society's Surveyors by the end of November, 1959.

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Survey fees *Cond. of class f42-0-0*

Special
Attad'a

Damage fee ...

Expenses... ...

Date when A/c rendered



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Foundation