

Rpt. 8

/NK

NEWCASTLE-ON-TYNE

No. 116968

Date of writing Report 30.3.60.

When handed in at Local Office

-4 APR 1960

Received London

20 APR 1960

Survey held at North Shields

No. of Visits 12

First Date 9.3. 19 60

Last Date 23/3 19 60

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B.

02892

on the ~~Steel~~ ^{G.T.} ~~Steel~~

Tanker "AURIS"

Tons gross 8269

Built at Newcastle

By Whom Hawthorn, Leslie & Co., Ltd.

When 1948

Owners Shell Petroleum Co., Ltd.

Owners' address (If not already in R.B.)

Managers

Port of Registry

Surveyed Afloat or in Drydock Dry Dock

Name of Dock Smith's Dock

Date of last examn. in Drydock 23rd. March

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 49007 Port ROT
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged cause of which must be stated) should be separated from Repairs due to other causes, and, besides being detailed in the body of the Report, should be summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS		Machinery
Date of Special and of Drydocking Surveys, etc.		
*100A1	Oil Tanker	† LMC 8.59
SS 5.59		BS A 4.59
4.59		NA (WT) 8.59
		TS CL 8.59

Give dates and references to any letters relating to this Report.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined **Yes**

Freeboard as marked on ship and now verified - ft - ins

Superintendent - not required

Was a damage report made by anyone else? If so, by whom? **No**

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING & DAMAGE.

Repairs Wear and Tear - A few odd shell rivets in way of after peak caulked.

Some minor repairs effected.

Damages.

(1) Stated to have been caused by ranging on fenders at Lyness on 25.2.60.
Damage situated on port side shell etc.

(2) Causes and date unknown.

Damage situated on side shell (SS)

(3) Cause and date unknown.

Damage situated on side shell (SS)

(4) Stated to have been caused by contact with Russian tanker "Kerch" on 21.2.60.

Damage situated on stern.

(5) Cause and date unknown - Damage situated on side shell (S.S.A.)

Damage repairs now effected. Shell plates numbered from aft.

(1) Port side G6, 7, 8, 9, 16, H.6, 7,8,9,10 (part) J.7,8,9,10 renewed (14)

F8 & 9 cropped and part renewed (1)

H14,15, 16 removed, faired and refitted (3)

CONTINUATION OVER ~~XXXXXXXXXX~~

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	XXXXXXXXXX Floors and Racket Floors	Inner Bottom Plates	XXXXXXXXXX Long. Bhd. Bhd. Pl. Stringers	Other Items
Renewed	16	32 (part)	3 & 2 (pt)	20	6 (part)	3 Bhd. stiffns (part)
Removed and Faired or Repaired	3				4 (part)	1 tie beam part 4
Faired or Repaired in place	7			9		Dk. trans. (part) renewed

Has a Survey also been held on machinery of the Ship? **Yes**

Is Classification Certificate required? If so, to be sent to **NO**

If so, is the Report sent now, or when will it be sent? **Now**

Has Interim Certificate been issued? **Yes**

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 2.55, and the notation of S.S. . . . 1.55".

This tanker is eligible in my opinion to remain as classed with fresh record of dry docking 3.60 subject to indented shell plates F7, G8, H8 & 12 (SS) from aft and to poop sheer No.1 from aft (P.S.) and poop deck in way being examined and dealt with as necessary at the next dry docking.

J. Moeachern
Surveyor to Lloyd's Register of Shipping

Date of Committee

13 JUN 1960

Minute

5360 subject

ABS (Scotch) 4/60

Min. 4.57 T.



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING SURVEY

Items	Now Examined *YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	/	
Rudder lifted	No	A.P. "		
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks		
Holds	No	Oil Fuel Bunkers and Settling Tanks		
'Tween Decks	No	Side Tanks		
Fore Peak Spaces	No	Wing Tanks		
After " " "		Other Tanks		
Engine Space		Cargo Tanks (Tankers)		
Boiler " " "		Cofferdams		
Under Engines and Boilers		Pump Rooms		
Tunnel and Well				
Coal Bunkers				
Chain Locker				
Other Spaces				
			Have Tanks now Examined been Cleaned as Necessary?	-
			Have Strums in Cargo Tanks (of Tankers) been removed?	No
		Have Tanks been Retested as necessary after completion of any Repairs?	Yes	

Have the spaces now surveyed been cleared and cleaned as necessary? **Yes**

Have the close coiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **None**

Have the bilges been cleaned out and examined? **No** Has cement in bottom been examined? **No**

Has steelwork had rust removed and afterwards been recoated as necessary? **No**

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **None**

Has a Load Line Survey been held? **No** If so, state which **-**

Have the shell and deck plating been drilled as per Rule? **No** If so, Report 8(Dr) to be attached **-**

Have any alterations to the approved scantlings and arrangements now been effected? **No** If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	None	Sluice Valves examined and found	Not examd
" " in way of side scuttles	"	Cement or Asphalt	Not exd	Air and Sounding Pipes	above dk - Good
Rudder and Sternframe	"	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not examd
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	"	Ventilators, their coamings and closing appliances	"	Condition, how ascertained (State if wedges removed)	From deck
Coamings and Casings	"	Companionways and Skylights	"	Chain Locker	-
Beams and Fastenings	Not examd	Shell Openings	None	EQUIPMENT	
Frames	" "	Ash Shoots	None	Equipment Letter	of 2.1/8" sq.
Reverse Frames	" "	Overboard Discharges and Scuppers	Not exd	Anchors, No. of	3 - 1 Condition Good
Longitudinals	" "	Freeing ports	Open rails	Cables (State if now ranged and examined)	Yes
Transverses	" "	Steering Gear (Main and Auxiliary) examined and found	Good	" length (on board)	300 f mean diam. Not galv
Floors	" "	Windlass examined and found	"	" Rule Length	300 f Size 2.1/8"
Keelsons	" "	Pumps " " "	Not examd	Hawsers and Warps	Sufficient
Stringers	" "	W.T. Doors " " "	" "	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	
Inner Bottom Plating	" "				No
Bulkheads	" "				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **Yes (a) & Part (B)** See Below

REMARKS, REPAIRS, Etc. (Contd.) **F5, 7,8,K7,8,9,10 faired in place (7)**
3 shell stringers renewed and 1 part renewed (3 1/2)
4 longitudinal bulkhead stringers cropped and part renewed (4)
6 transverse bulkhead wing plates cropped and part renewed (6)
32 side frames cropped and part renewed.
4 deck transverses cropped and outer part renewed (4)
7 " " end brackets renewed.
20 frame top brackets renewed, 9 faired in place.
1 tie beam cropped and part renewed.
2 " " faired in place.

Survey Fee **Interim Cert. £9. 0. 0.**
 Special Damage Fee (if any) **£73. 10. 0.**
 Travelling Expenses (if chargeable) **£ 0. 13. 6.**

Second Surveyor's Fee (if any) **£ 0. 0. 0.**
 Date when A/c. Rendered **19 APR 1918**
 Lloyd's Register Foundation

G.T.
on the ~~XXXXX~~ "AURIS"

2 transverse bulkhead stiffeners cropped and part renewed.

1 longitudinal bulkhead stiffener cropped and part renewed.

(2) Starboard side

H11 cropped and part renewed. (1)

1 bulkhead wing plate cropped and part renewed (1)

1 frame cropped, faired and refitted (1)

(3) Upper stringer in way of H12 (SS) cropped and part renewed.

Stringer corner bracket faired in place

Shell plate H12 set in - not dealt with at this time - it is recommended this plate be examined and dealt with as necessary at the next dry docking.

(4) Poop sheer No.1 (P.S.) found set in, and poop deck in way found buckled. Temporary repairs by welding rivets effected at this time, it is recommended this damage be further examined and dealt with as necessary at the next dry docking.

On completion of repairs tanks tested and found satisfactory.

(5) Shell plates F7, G8 & H8 (SS) found indented. It is recommended they be examined and dealt with as necessary at the next dry docking.

Conditions of Class. Permanent repairs to shell plating (P.S.) and internals in way of Nos. 7,8,9, side tanks now dealt with. It is recommended this item be deleted.

Appendix to S.R.L. Repairs now effected to shell plates H4 & 5 (P.S.) (17 & 18 from aft) H4 & 5 (P.S.) (15 & 16 from aft) these may now be deleted from the appendix.

Remaining plates - J.4 & 5, H.4 & 5, J.6 (SS) from fwd. and F6 (SS) from aft and slightly wavy keel plating forward examined and continue efficient. B

Damages Fees (1) £64. 1. 0.

(2) £ 4. 4. 0.

(3) £ 3. 3. 0.

(4) £ 2. 2. 0.

£73.10. 0.

JME