

22. SEP. 1967

Ship's Name SS/MSK "AUREITY" Port HULL.

Processing Number: LR 503084 Gross tons 813 Rpt. No. 72661

Port of Registry London. Date of build 1942.2. Is there a Rpt. 9? Yes.

No. of visits 4. First date 8/9/67. Last date 13/9/67.

Cert. B issued & copy herewith? Yes. Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only) LON 159093

Date of completing rpt. 14/9/67. Surveyed at, if different from Port above Goole.

Safcon Cert. (ST) issued & copy herewith? No. If surveyed in D.D. last date of examination 11/9/67.

Has a Load Line Survey been held? No. Summer freeboard as verified Not verified.

State which additional Rpt. 8 is attached: (Cont); ~~DOCKING & ANNUAL SURVEYS~~Survey fees ~~£3.05~~ Damage fee £26.5s.0d. Expenses £2.

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for DOCKING & ANNUAL SURVEYS also DAMAGE REPAIRS to the rudder and steering gear, stated to have been sustained as a result of heavy weather encountered in the North Sea - 5th & 6th September, while in a loaded condition.

DOCKING SURVEY: Various minor docking repairs only effected.
Set up bilge keel port side, cropped and part renewed.

ANNUAL SURVEY: Full requirements of an Annual Survey carried out at this time, all items found or placed in good order.

DAMAGE: (Circumstances as noted above).

ON EXAMINATION it was found that the rudder pintle bearings were severely worn out, the rudder top carrier bearing was worn and slack permitting the rudder to drop 2" while the quadrant was slack on the rudder stock.
The bearings of the steam steering gear were badly worn while the telemotor system was leaking and air locked on one side.

NOTE: As a result of the damage sustained the ship was towed into Hull and hence to Goole for repairs.

Contd...

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.
I recommend, therefore, that this ship remain as classed with ~~fresh~~ record of dry docking. 9,67 & A.S. 9,67 now, D
subject to any outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the Interim certificate.)

Date of Committee

Minute

Surveyor to Lloyd's Register of Shipping

FRIDAY 13 OCT 1967

DS 9. 67
AS 9. 67

White Owen (R)

014543-014848-023

FOR CHAIRMAN
CLASS. QTTEE

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

†Condition

†Condition

Shell plating	Good.	*Hatchways	Good.
Sternframe	Good.	*Ventilators & air pipes	Good.
Rudder	Good.	*Casings	Good.
Was rudder lifted?	Yes, good.	*Fiddley openings	Good.
Plating, etc. in way of shell openings	-	*Skylights	Good.
F.P. spaces	)	*Flush deck scuttles	Manholes, good.
Chain locker	)	*Deckhouses & companionways	Good.
A.P. spaces	)	*Superstructures	Good.
Engine space	) NOT EXAMINED.	*Side, bow & stern doors	-
Boiler space	)	*Side scuttles & deadlights	Good.
Under E. & B.	)	*Ash shoots, etc.	-
Coal bunker	-	Scuppers, discharges & valves	Not examined.
Tunnel & well	Not examined.	Guard rails & bulwarks	Good.
Duct keel	-	Freeing ports	Open rails.
Cement, asphalt, etc. on btm. shell	Not examined.	Gangways & lifelines	Good.
Weather decks	Good.	Fittings & appliances for timber deck cargoes	-
Sounding pipes with doublers under	Not examined.	Means of escape:	
Windlass	Good.	(a) machinery spaces)
Masts & standing rigging	Not examined.	(b) crew and passenger spaces)
Hand pumps & suction	Good.	(c) spaces in which crew normally employed)
W.T. doors	Good.	Communications between:)
Fire equipment	Valid B.O.T. cert.	(a) bridge & eng. room)
		(b) bridge and alternative steering position)
		Steering control systems (main and alternative))
		Helm Indicator)
		Protection of aft steering wheel & gear)
		Steering arrangements (main)	Good.
		" " (aux.)	Good.

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

B.O.T. safety equipment certificate issued London 3/11/65, valid until 24/10/67.

EQUIPMENT:

Equipment letter EL K
Fee ltr., if diff. from eqpt. ltr.
Anchors: No. on board 3

Cables

State if ranged Not ranged.
Length on board Stated complete.
Mean dia. range from - to
Rule length - Dia.
Mooring ropes Sufficient.

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.

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Lloyd's Register Foundation

Rpt.

(cont.)

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Port HULL.

Rpt. No. 72661

NOW DONE:- Rudder dropped and pintle bushes renewed, alignment checked throughout. Rudder stock removed to the shop and built up by welding in way of the carrier bearing and quadrant block.

Entire rudder stock suitably heat treated and machined to suit, keyways recut to suit. Repaired areas crack detected on completion of repairs and stock found free from visible defects.

Steering gear overhauled, all fastenings checked and hammer tested, telemotor system and control valve gear repaired and adjusted by Messrs. Donkin, Ltd. Steering gear tested on completion of repairs and all proved satisfactory.

S.R.L.APPENDIX "Rudder stock twisted 10° 2,62"

As a result of the above noted repairs now effected, it is recommended that the above note in the S.R.L.Appendix can now be deleted.

S.R.L.No.275 - Nil.

NOTE: The ship sailed from Goole for Great Yarmouth where it is understood the Boiler will be surveyed and various Wear and Tear repairs round the deck effected.

C.T. Mitchell

