

22. SEP. 1967

Shp's Name SS/M "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. 8? Yes.

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

Interim Cert. issued & copy herewith? Yes. Damage rpt. issued and copy herewith? No. Last rpt. (H.Q. only)

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

Is a rpt. 9B attached? No. MN - Nature of survey Rprs.Dkg. & CSM.

Survey fees CSM.£5. Damage fee £15.15s.0d. Expenses £1.11s.0d.

IR

S.A. fee

MAIN ENGINES, RECIP., STEAM ~~XXXXXXXXXXXXXXXXXXXX~~

- 1 Cyls., covers, pistons, rods, valves, including rotary valves, & gears
- 2 Con. rods, crossheads, bearings & guides Side
- 3 Centre
Crankpins (incl. eccentrics), webs & bearings Side
- 4 Crankshaft journals & bearings
- 5 Centre
Detuner or vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

- 6 Cyls., covers, pistons & rods
- 7 Con. rods, crossheads, bearings & guides
- 8 Crankpins, webs & bearings
- 9 Journals & bearings
- 10 Levers, links & bearings
- 11 Coolers & safety devices
- 12 Scavenge blowers & superchargers
- 13 Air coolers
- 14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

- 15 Casings, rotors, blading, bearings, thrusts & couplings
- 16 Astern turbine

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 to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with ~~above~~ fresh record of C.S.M. (with date) on completion, subject to any outstanding conditions of class being dealt with as previously recommended.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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

A.T. Mitchell
Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY 13 OCT 1967

Minute

As now

Lloyd's Register Foundation

014843-014848-0026/1/2

are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under 'defects and repairs'. At part or complete Special Surveys those items which are not applicable to the ship

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 Periodical Examination. Where re-examination or repairs should be made before

MAIN REDUCTION GEARING

17 Pinions & wheels	18 Shafts, bearings & couplings
19 Exhaust steam turbines (with recip. eng.)	20 Thrust blocks, shafts & bearings
21 M.E. steam compressors	22 Intermediate shafts & bearings
23 Clutches & hydraulic couplings	24 Steam re-heaters
25 De-superheaters	26 Forced &/or Induced draught fans
27 Stop & manoeuvring valves	28 Holding down bolts & chocks
29 Main engine driven pumps (Including fuel Injection)	
30 Condensers (main & aux.)	31 Air ejectors (main & aux.)
32 Have main engines been examined working & manoeuvring?	
33 Essential independent pumps	
34 Bilge, ballast & oil fuel suction lines, fittings & controls	35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?
36 Fresh water coolers	37 Lub. oil coolers
38 Heaters & safety devices including de-aerator (state service)	39 Pressure feed water filters
40 Auxiliary air receivers & safety devices	41 Starting air pipes
42 Main air receivers & safety devices	
43 Independent air compressors, coolers & safety devices	44 Oil fuel tanks (not forming part of the hull structure)
45 Have all evaporators safety valves been tested under steam?	46 Evaporators
48 Steering machinery Good.	47 Distillers
	49 Windlass
	50 Machinery spare gear

State Port P. or Starboard S

Identify by position

AUXILIARY ENGINES

DOCKING

Propeller Good.	Sea connections Not examined.	Oil gland -
Fastenings & gratings Good.		Clearance in stern bush (if relined state clearance before & after) 5/16"
Has screw be shaft been drawn? No.		Date of examining shaft & condition -
Has shaft been changed? No.		Has shaft now fitted been previously used? -
Has shaft now examined/fitted a continuous liner? -		Approved oil gland No.

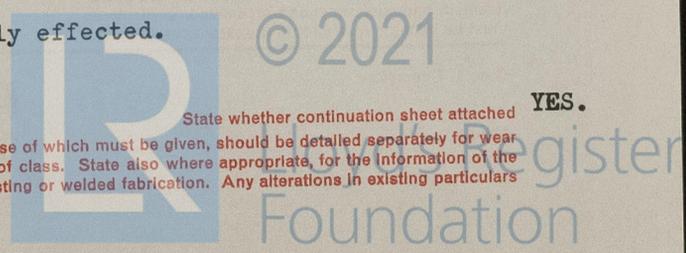
PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

DOCKING SURVEY - Various minor docking repairs only effected.

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The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately for wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

State whether continuation sheet attached **YES.**



Rpt. (cont.)

Ship's Name SS/~~MS~~ "AUREITY"

Port HULL.

Rpt. No. 72661

DAMAGE stated sustained to the rudder and steering gear as a result of heavy weather encountered 5th & 6th September, whilst on loaded passage in the North Sea.

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

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

NOW DONE:- Rudder dropped and pintle bushes renewed. Rudder stock removed to shop and built up by welding in way of the carrier bearing and quadrant block. Entire rudder stock heat treated and machined to suit, keyways recut. Repaired area crack detected and found free from defects.

Steering gear overhauled, bearings adjusted, all fastenings checked and hardened as required.

Telemotor and control valve gear overhauled by Messrs. Donkin Ltd. Steering gear tested on completion and all proved satisfactory.

NOTE: The ship sailed from the River Humber a.m. on the 14th September, for Yarmouth, where it is understood that the Boiler will be prepared for survey and various Owners repairs effected.

S.R.L. & APPENDIX ITEMS - Nil.

E.T. Mitchell