

15. NOV. 1966

Ship's Name ~~SS~~ Tanker "AUREITY" Port London

Processing Number: LR Gross tons Rpt. No. 157410

Port of Registry Date of build Is there a rpt. 8?

No. of visits First date Last date

Interim Cert. issued & copy herewith? Damage rpt. issued & copy herewith? Last rpt. (H. Q. only)

Date of completing rpt. Surveyed at, if different from Port above

Is a rpt. 9A attached? Yes MN Nature of survey

Survey fees Damage fee Expenses

S.A. fee

BOILERS OPENED UP AND EXAMINED. (Identify by position and state condition and latest date of internal examination of each boiler, economiser or steam generator)

AUXILIARY, DONKEY or PRESS (State if oil fired—OF or exhaust gas—EG) MAIN One and only 5.10.66. Good.

Air heaters	Good
Superheaters	None
Safety valves	Good
Mountings, doors and fastenings	Good
Safety valves adjusted to	180 lbs/sq.inch.
Boiler securing arrangements	-
Main economisers	Good
Steam heated steam generators	Exhaust gas heated economisers and their safety valves -
Fired boiler forced circulating pumps	Steam generator or E.G.E. safety valves adjusted to -
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	Funnel Efficient Yes

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.)

I recommend that the machinery of this ship remain as classed with/without fresh record of

(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

WEDNESDAY - 7 DEC 1966

Minute

Interim 9A

[Signature]
Surveyor to Lloyd's Register of Shipping

J. C. BENTLEY

NOTED BY
GSR

ALSO FOR

SRL FOR

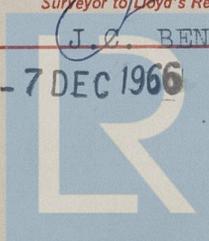
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are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark thus "should 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

EXAMINATION AND TESTING OF STEAM PIPES (state material and test pressure and, if selected lengths, identify by position)

MAIN 2 lengths (All) steel pipe examined and tested 360 lbs/sq.inch.
7.10.66.

AUXILIARY None
(over 3" bore)

Have saturated pipes in cylindrical boiler
smoke boxes been tested? None

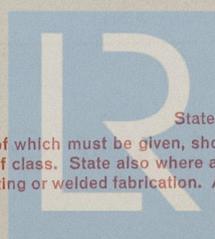
Were selected copper pipes annealed? None

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a	Generators	l	Generators & governors
b	Exciters		
c	Air coolers	m	Motors
d	Motors		
e	Air coolers	n	Switchboards & fittings
f	Control gear cables, etc.	o	Circuit breakers
g	Insulation resistance	p	Cables
h	Insulating oil test	q	Insulation resistance
i	Overspeed governors	r	Steering gear generators & motors
j	Magnetic couplings	s	Navigation light indicators
k	Air gap		
t	Spare gear		
u	PASSENGER SHIPS Have the emergency source of power and its associated circuits and, where fitted, the temporary source of power and its automatic arrangements been tested?		
	CARGO SHIPS Have the emergency source of power and its associated circuits been tested?		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

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 from 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.



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