

LLOYD'S REGISTER OF SHIPPING

ALTERATIONS TO CONDITIONS OF ASSIGNMENT OF LOADLINES

Ship's Name "AURIS"

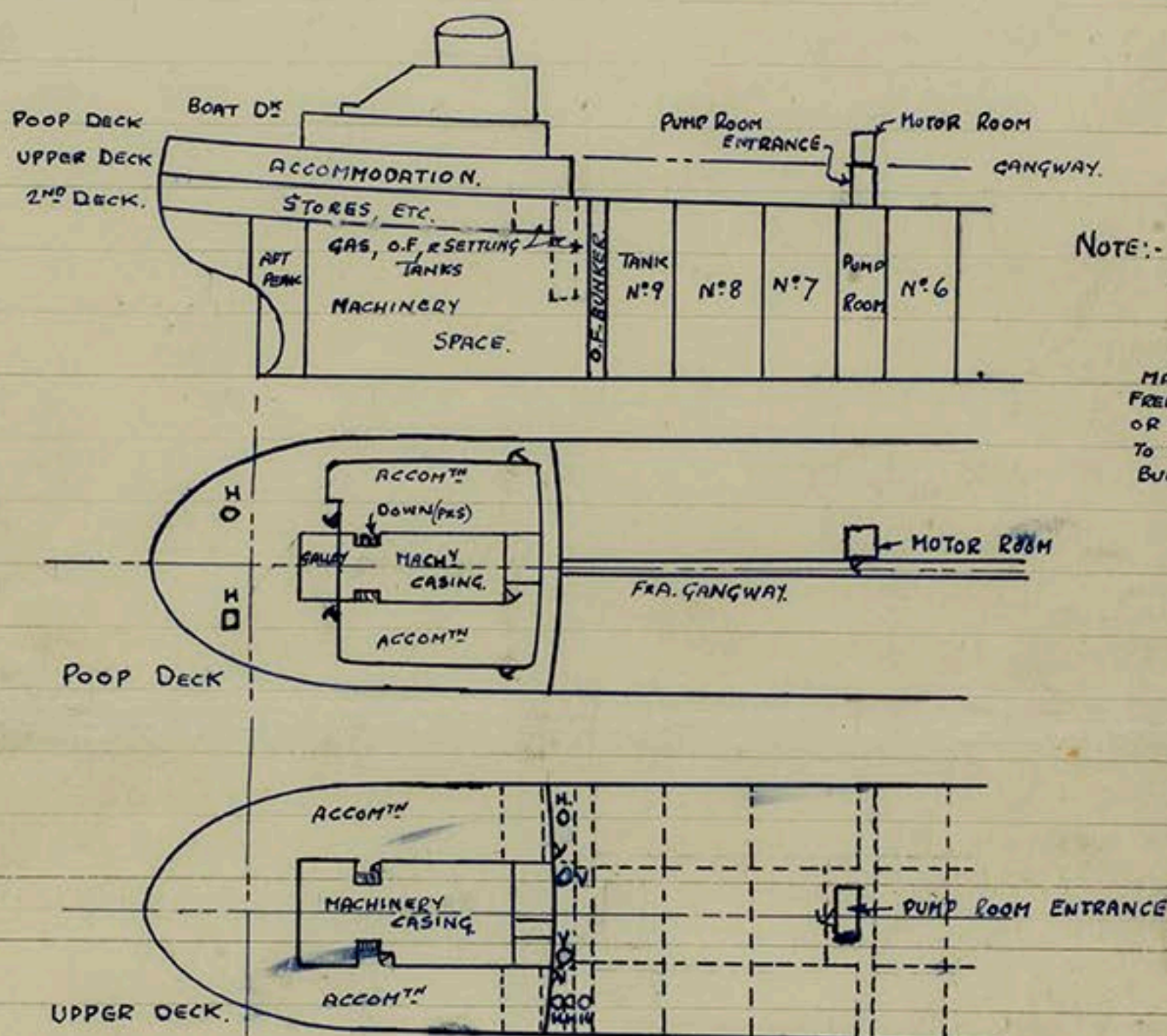
Official No. 181847.

Port of Registry London.

This ship has been under survey at Birkenhead.

& amendments

on May, 1957 to May, 1959 195 and the following alterations/to the conditions of assignment of loadlines have now been effected/~~found~~:— due to fitting of new Gas Turbine machinery, etc.,



NOTE:- TANKS NOW
NUMBERED FROM
FORWARD.

NO ALTERATION
MADE, EFFECTING
FREEBOARD ASSIGNMENT
OR CLOSING APPLIANCES
TO SUPERSTRUCTURE
BULKHEADS.

Machinery Casings on Poop Deck (not exposed). Coaming .34" & .45" : Plating .30" : Welded Stiffeners 4" x .40" flat bars and 4" x 3" x .30" I.O.A. spaced 30 $\frac{3}{4}$ " and continued below Poop Deck and above Boat Deck. Openings 1 at 5'-0" x 2'-1" : sill 18" : Hinged steel non-W.T. door, manipulated both sides.

Machinery Casings on Boat Deck (exposed). Coaming .30" & .34" : Plating .30" & .40" : Welded Stiffeners 4" x .40" flat bars and 4" x 3" x .30" I.O.A. spaced 30 $\frac{3}{4}$ " : continued below Boat Deck, and bracketed at Casing Top. Openings: 2 at 5'-0" x 27" : sills 16" : Hinged steel W.T. doors, each with 6 toggles and greasy packing and capable of being manipulated from both sides.

1 opening (p/s) for main engine air intake: 9'-8" x 8'-5" high with permanent grating fitted in openings: sills 16" : openings closed by means of sliding non-W.T. door (p/s) of .25" plating stiffened vertically by 2" x $\frac{3}{4}$ " cope bars spaced 30" and horizontally by 3" x $\frac{3}{8}$ " flat bars spaced 33". Efficient opening, closing and locking arrangements fitted.

Cont. Sheet 2.

A copy of this Report has been placed on board.

Encl. 5/56. T.

on the S.S./M.S.

"AURIS"

Motor Room on Top of After Pump Room Entrance. Coaming .40" : plating .30" : welded stiffeners 4" x 3" x .30" I.O.A. spaced 30" to 33" with brackets at top and welded at bottom. 1 opening at 5'-0" x 27" : sill 12" above fore and aft gangway. Hinged steel W.T. door, with 6 toggles and greasy packing, manipulated from both sides.

Casing Top. 2 in number Engine Room skylights, strongly constructed of steel with efficient hinged flaps with 2 at 10" dia. fixed lights in each flap.

Fiddley gratings with hinged steel covers, now dispensed with.

Funnel of steel, strongly constructed, with 2 doors:

1 @ 4'-6" x 24" : sill 12" : Hinged steel non W.T. door with 3 toggles and manipulated both sides.

1 @ 21" x 15" : sill 24" " " " " " " 2 " " " " " " .

Companionways.

On Poop Deck. Openings. 4 @ 5'-0" x 24" : sills 18" : Hinged wood doors, 2" thick, manipulated from both sides.

Ventilators.

On Upper Deck at fore end of Poop. 1.p. and l.s. to Engine Room. 38" dia. with mushroom tops.

Coamings (welded): base 36" high x .50" and extending to level of casing top at .40" thick.

Vents efficiently stayed.

Air Pipes.

On Poop Deck. Total now fitted: Goosenecks. 11 @ 3" dia., 2 @ 2" dia., openings 24" above deck, and closed by means of wood plugs and canvas covers.

Mushroom Tops. 8 @ 4" dia., 2 @ 3" dia., openings 24" above deck - gauze and canvas covers.

On Upper Deck at fore end of Poop. Total now fitted. Goosenecks.

3 @ 4½" dia., 3 @ 4" dia. and 1 @ 3½" dia., and 1 @ 3" dia., openings from 6'-0" above upper deck to 12" above poop deck, and all efficiently stayed, to poop front. Gauze and Canvas Covers.

Hatchways on Upper Deck at Poop Front. 3 hatches to old deep cofferdam and 2 to oil fuel bunkers now deleted and 1 port and 3 starboard fitted in way of oil fuel bunkers, gas oil tank etc.

Openings 1'-6" x 2'-0" : Coaming 7" x 3½" x ¼" welded inverted angle. Cover of steel .50" thick, with ¾" bolts spaced 3½".

