

by Chief Engineer Surveyor _____

Received from Chief Engineer Surveyor _____

ELS NAME

"AURIS"

REPORT

Nwc.	105205
Nwc.	104391
Not. No.	251

marks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

(The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement.—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine 4 Oil Engines / ^{4SCSA} connected to Electric Motor and Screw Shaft.
 32 Cyl. 13 $\frac{3}{8}$ " - 18 $\frac{7}{8}$ "
 MN 831

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were examined in connection with torsionograph records and approved in Secretary's letter of 1. 11. 48. for a service speed of engines of 375 R.P.M.

The propeller which was damaged while lying at fitting-out berth has been removed, repaired and re-fitted.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed LMC 4.48.
 2 DB 180 lb.

Exh + B.P.