

Received by Chief Ship Surveyor

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VESSEL'S NAME

"DOÑA AURORA"

Rpt. Tri.

No. 12712

The remarks of the Chief Ship 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.)

1st Long. No. 15203

Depth "d" -

2nd Long. No. 38012

Proportions = $\frac{L}{D}$ 11.1

Framing as approved

Sheerstrake as approved

This is a complete superstructure vessel with tonnage opening.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed ~~100A1~~ "With freeboard" "Carrying cargo oil FP above 150°F in tanks at sides of tunnel"

The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

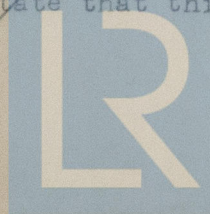
1 Dk and Shelter dk. 3rd Dk in No. 1 hold.

Cell DB 365' 885t, tanks at sides of tunnel 620t, FPT 137t, APT 178t
FK 7BH (Coll to Shelter dk. 6 to 2nd dk), pt. cem., Lloyds A & CP
F 35'

O.L. 439.4'

"a7"

It is concluded the thickness of D strike forward and the diameter and spacing of the rivets in the butts of the sheerstrake amidships are as approved, the breaking test of the special flexible steel wire towline is as required by the Rules and that all requirements of Section 20 of the Rules, which are applicable, have been complied with, but the Surveyors should state that this is so.



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