

50,9,15

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Sent to Chief Surveyors.....

Received from Chief Surveyors.....

EL'S NAME TW.sc. m.v. "SANGOLA" REPORT Gls. No. 71816**For the CHIEF SHIP SURVEYOR and CHIEF-ENGINEER-SURVEYOR.**

In cases which have to be submitted to 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.)

of Survey..... First Entry When due.....

The draught assigned is 12 $\frac{1}{2}$ " less than that corresponding to the freeboard of a full scantling vessel having the same superstructures.

The tank top plating has been increased in thickness under the hatchways in lieu of ceiling.

GLOCAL "With freeboard"
6.47 Gls.

2 Dks. 3rd dk fwd of Mch'y space "pt. Elec. welded"
Cell DB 389' 1400t, MT 12' 302t, PPT 65t, APT 181t
PK, "One intermediate BH forward dispensed with" 6BH, Lloyd's A & CP
P 42' B 287' F 48'
O.L. 479.3'
E.S.D.
2 $\frac{3}{16}$ "



It is submitted the Glasgow Office be informed that the extent and arrangement of the bulkheads in way of the oil fuel bunkers and fresh water deep tanks forward of same as indicated on the sketch forwarded with their letter of the 31st instant and on the approved plans confirm that there is only one intact bulkhead in this region, formed as follows; on frame 97 from the bottom to the 3rd deck, on frame 93 from the 3rd to the 2nd deck and in the wings (p & s) from the 2nd to the upper deck, on frame 92 in the centre from the 2nd to the upper deck. Accordingly one complete Rule bulkhead has been omitted from the vessel.



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Lloyd's Register
Foundation

004698-004702-0248