

Lloyd's Register of Shipping.

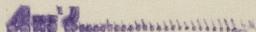
UNITED WITH THE BRITISH CORPORATION REGISTER.

14, Netaji Subhas Road,

RECEIVED

20 JUL 1953

Calcutta, 15th July 1953



Dear Sir,

"SANGOLA"

Further to my letters of 4th & 7th inst. and to your letter Ref. Ship dated 9th inst. concerning the above named vessel I now forward herewith the information you require together with the position of the case at the moment.

As previously stated it was decided at a conference of all interested parties on 6th inst. at the office of the Port Commissioners that an attempt to refloat the vessel would be made on Thursday 9th inst.

Meanwhile discharge of cargo, stiffening of decks and pumping out of tunnels proceeded.

On Tuesday 7th inst. it was noted that due to the lightening of the vessel she commenced to refloat of her own accord. It was then decided to attempt to refloat the vessel & tow her to Budge Budge anchorage on Wednesday 8th. The refloating & towing of the vessel was successful and the vessel is now lying at Budge Budge.

A Diver was sent down to examine the vessel's bottom & he reports that C,D (bilge) E & F strakes Port & Star'bd in way of deep tanks at forward end of engine room are fractured transversely for the full depth of the plates, which are also badly set in, the width of the aperture in some cases being about 18" wide.

Deep girders have now been welded to the maindeck & deck above in way of the buckling and the decks above & below main & upper decks shored up with heavy timbers.

No appreciable deterioration of shipside & deck plating is discernible but the accommodation buckling & distortion appears to have worsened. At a further conference of all interested parties yesterday it was decided to attempt to tow the vessel to King George Dock Calcutta on Monday 20th inst. Meanwhile discharge of cargo forward has been stopped in order that the vessel will be at an even keel drawing 21'-6" on that date, but it now may be decided to discharge a further approximate 70 tons from forward & aft, which decision will be made at a meeting called for tomorrow evening, the results of the determinations at which will be duly transmitted to you in due course.

004698-004702-0269 1/2 P.T.O.

THURSDAY 13 AUG 1953

30 hours
taken to
be done
1/2

To complete the DNR the port dockyard remains
(if any) part

As previously stated the vessel grounded at 12.28 hours on 1st inst. Soundings at that time were as per sketch (1).

The vessel commenced to break at 20.30 hours and was at its worst about 22.30 hours but as disembarkation of passengers was in progress no soundings were taken at this time.

I have however obtained from the master his estimated soundings at that time sketch (2).

The height of tide at intervals covering this period may be deduced from the tide tables forwarded with my letter of 4th inst.

Soundings taken at the above times by the River Survey Dept. have been requested from the authorities and these will be forwarded herewith if available and to hand before mailing.

I will revert when any further details are available.

Yours faithfully,

J. V. Naylor

The Secretary,
LONDON.

N/ML.



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