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Sent to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME m.v. "LA HAGUE" REPORT Gls. 71815 No. 71815

**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.)

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

This vessel is of the complete superstructure type with tonnage opening, but the scantlings are only suitable for a draught of 6" less than that corresponding to the freeboard which could be assigned as a C.S.S. vessel.

LOCAL "With freeboard"  
6.47 Gls.

1 Dk & Shelter dk, 3rd dk except in No. 5 hold. "pt. Elec. welded"  
Cell DB 308' 820t, 'tween dk wing tanks amidships 43t, DTf 16' 85t,  
FPT 34t, APT 21t  
FK, 6BH (Coll to Sh dk, 5 to 2nd dk) Lloyd's A & CP  
F 46'  
O.L. 420.1'  
"z"

It is submitted the Surveyors be informed it is concluded that, in addition to the 6" x 3" x .36" inverted angle stiffeners, 7" x 3½" x .40" inverted angle stiffeners have been fitted to the collision bulkhead, as indicated on the approved plan, and that the weight of each bower anchor head including its fittings is not less than 3/5 th of the total weight of the anchor, but they should state if this is so.

Dr. J.C.D.



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