

S.A. John Cockerill. Hoboken.

Yard No. 694

3m, 6, 49.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

GB

VESSEL'S NAME Motor Tanker "BELGIAN PRIDE" REPORT Ant No. 25461

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.)

This vessel was ordered in 1940 to plans prepared by Joseph Isherwood's 26.4.40.

The plans were later submitted to the Society's Office in Rotterdam 24.9.40, and to Germanischer Lloyd 25.2.41, and later to the Society's Office in London 14.2.45.

The vessel was built during the war under the supervision of Germanischer Lloyd, and launched 2.12.42.

On the eve of the liberation of Belgium she was scuttled in the River Scheldt, and later received further damage while in drydock after refloating.

It has been approved, provided the scantlings, arrangements, and equipment be verified, permanent repairs on account of damage be effected, the vessel will be suitable for the class 100A1 "Carrying Petroleum in Bulk", (See also endorsements and correspondence).

As the vessel has not been built under the special supervision of the Society's Surveyors, the descriptive mark \mathbb{R} will not be assigned in this instance.

The ANTWERP Surveyors in a First Entry Report, and Rpt. 8, report 5.49, the vessel examined in dry dock and afloat, the scantlings and arrangements verified, and permanent repairs on account of damage, as above, effected to a number of shell plates, frames, floors, beams, deck plates and other items.

The equipment of anchors and chain cables on board complies with the Rules, with the exception of the stream anchor, which is below the Rule weight, and the Surveyors state this will be replaced by an anchor to the Rule requirements at the first opportunity.

The equipment has been tested partly by the Germanischer Lloyd and this Society, and it is recommended the figure '1' be assigned, the notation 'Lloyd's A & CP' being omitted.

It is further submitted the vessel is eligible to be classed 100A1 "Carrying Petroleum in Bulk", and to have record of docking, 5.49, subject to the stream anchor on board being replaced by one of Rule weight at the first opportunity.



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003778-003788-0208 1/2

"BELGIAN PRIDE"

100A1 "Carrying Petroleum in Bulk"
5.49 Ant.)
Launched 1942.) Subject
Commissioned 1949-5 mos.)

Classed 5.49

1 Dk "pt Elec. welded" "Longitudinal framing"
Cell DBuE 67' 200t, Dtf 29' 630t, FPT 240t, APT 75t.
FK, 17BH
P 104' B 36' F 42'
Mchy aft.
O.L. 505'
ESD
d†
29/16"



It is further submitted, the Surveyors be referred to the letter of the 23.3.48 'S', and requested to furnish a statement that, they are satisfied the vessel is free from deterioration.



E.A.D.
2.9.49

Est. M.



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