

## STEEL STEAMER OR MOTORSHIP.

Received at London Office 5 AUG 1949

25461

State if Report has been sent on the Freeboard of the Vessel. YES

State if Report is sent on the Machinery of the Vessel. YES

Date of completion of report 2/8/49 Port of ANTWERP No. 25461

Survey held at HOBOKEN (NEAR ANTWERP) Date First Survey Last Survey 19

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SCREW MOTOR TANKER "BELGIAN PRIDE" MACHINERY FITTED AFT.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections P.B. &amp; F.

TONNAGE under } 8355.83 CLASS 100. A.1. State if with freeboard } No Built at HOBOKEN. BELGIUM. ?

Do. of space or spaces } Tonnage Deck ... } + 250 To RUDDER STOCK. Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 143.865 Launched 2-12-42 Yard No. 694.

Total 8355.83 Breadth (greatest moulded) B 18.870 Builders S.A. JOHN COCKERILL

Net Tonnage 8995.99 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 10.360 Owners BELGIAN GULF OIL CO.

Gross Tonnage 6576.35 1st Longitudinal Number (L x D) = 1490 Managers (Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D) = 4205 Residence ANTWERP. BELGIUM.

Framing Depth "d," at middle of length. See Sec. 3 (1d) 9.60 Port of Registry ANTWERP.

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.88 If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel 8.288 SURVEYED WHILE REPAIRING IN DRY DOCK &amp; AFLOAT. LAST SEEN IN DRY DOCK. 14-4-49.

## REGISTERED DIMENSIONS.

M \* FEET

146.31 = 480'

19.00 = 62.33

10.80 = 35.42

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP. M/M.	Any Departure from Approved Plans to be Noted.		IN SHIP. M/M.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	LONGITUDINAL	FRAMING IN WAY OF	Bracket Floors, Frame .....		
" " from 1/2 length amidships to Collision bulkhead.....	CARGO TANKS	✓	" " Reversed Frame.....		
" " in peaks .....	685	✓	" " Vertical Struts .....		
DE FRAMING.			Centre Girder, depth and thickness amidships	980 x 11.5	✓
Frame Amidships, Angle, [ or ] .....	SEE SEPARATE SHEET.	✓	" " top Angles .....	DOUBLE. 90 90 12	✓
" " Extends up to.....			" " bottom Angles.....	DOUBLE. 130 130 12.5	✓
Reversed Frame Amidships, Angle .....			Side Girders, No. each side and thickness.....	2 @ 19.	✓
" " Extends up to .....			Margin Plate depth (excl. of flange) and thickness .....	HORIZONTAL	✓
Depth of Framing Girder.....			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem .....	TANK	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ] .....			" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	TOP	
" " Second 'tween Decks, Angle, [ or ] .....			" " Gussets, spacing and scantling abaft 1/4 len. from stem.....		
" " Third .....			" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area .....		
" " from 1/2 len. for'd. to 15% len. from Stem .....			Tank Side Brackets, height above base line at toe of Frame and thickness	2316 x 10.5	✓
" " in Peaks, Angle or [ .....	200 90 12.5	✓	INNER BOTTOM PLATING. IN M.R.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships .....			Breadth and thickness of Middle Line Strake...	2780 x 13	✓
State if Frame Joggled.....	No	✓	Thickness of remainder in Holds .....	13	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? .....	YES	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room? .....	YES	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? .....	YES	✓	BEAMS.		
SINGLE BOTTOM. IN DEEP TANK FORWARD.			Uppermost Continuous Deck, amidships in Wells, Angle, [ or ] .....	SEE SEPARATE	
Floors, Depth and thickness at mid-line in Holds.....	965 x 10.5	✓	" " in way of Bridge, Angle, [ or ] .....	SHEET	✓
Height of Brackets at side above base line at toe of frame.....	965	✓	" " Spacing .....		
Middle Line Keelson, on Floors, Angles, [ or ] .....	O.T. 4 BHS	✓	Second Deck, amidships, Angle, [ or ] .....		
" " Through Plate or Inter-costal Plate .....	✓		" " Spacing .....		
" " Foundation Plate on Floors .....	✓		Third Deck, amidships, Angle, [ or ] .....		
" " Flat Plate Keel Angles	130 130 11	✓	" " Spacing .....		
Side Keelsons, No. each side.....	ONE	✓	Fourth Deck, amidships, Angle, [ or ] .....		
" " thickness of Inter-costal Plate.....	10.5	✓	" " Spacing .....		
" " Angles .....	TOP 180 75 10	✓	Poop Deck, Angle, [ or ] .....	AFT. 150 75 8	✓
" " Angles .....	BOTTOM. 150 150 12	✓	" " Spacing .....	740	✓
DOUBLE BOTTOM. IN M.R.			Bridge Deck, Angle, [ or ] .....	SEE SEPARATE SHEET.	
Solid Floors, thickness and spacing .....	13-16-10.5 @ 760 EVERY.		" " Spacing .....	940.	
" " Are Frame and Reversed Frame joggled? .....	No.	✓	Forecastle Deck, Angle, [ or ] .....	230 90 11	✓
Bracket Floors, breadth and thickness at middle line .....			" " Spacing .....	200 75 9	✓
" " breadth and thickness at margin plate.....					



PILLARS AND DECK\$.

	INCHES IN SHIP. M/M.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP. M/M.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows .....	NONE.			
„ in 'tween Decks, Size and Spacing .....	4 DK GIRDER.			
„ „ „ „ „				
„ in Holds „ „ „				
„ „ „ „ „				
Centre-Line Bulkhead. O.T. LONGITUDINAL	P & S. (SPACED 762)			
Stiffeners and Spacing	HORIZONTAL, AT TOP = 180 x 75 x 9 1/2			
„	BOTTOM = 280 x 90 x 12 1/2			
Plating, thickness of .....	12 1/2 - 9 1/2 & 11 1/2 AT TOP.			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	1865 x 20			
„ „ „ „ in way of Bridge	1865 x 25 & 23 1/2			
„ Angle in Wells .....	OA: 180 180 19			
Thickness of Plating abreast Deck openings } in way of Wells .....	20			
Thickness of Plating abreast Deck openings } in way of Bridge.....	20			
Thickness of Plating within line of openings...	12 1/2			
If Sheathed, material and thickness.....	No.			
Second Deck.				
Stringer Plate, breadth and thickness in Wells				
Stringer Plate, breadth and thickness in way of Wells				
Thickness of Plating abreast Deck openings } in way of Bridge.....				
Thickness of Plating within line of openings...				
If Sheathed, material and thickness.....				
Third Deck.				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness .....				
Fourth Deck.				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness.....				
Poop Deck.				
Stringer Plate, breadth and thickness.....	1300 x 9 1/2			
Plating, Sheathing, material and thickness .....	7 1/2 STEEL 63. O.P. EXPOSED.			
Bridge Deck.				
Stringer Plate, breadth and thickness.....	1000 x 11 1/2			
Plating, Sheathing, material and thickness .....	8 1/2 STEEL 63 O.P. EXPOSED.			
Forecastle Deck.				
Stringer Plate, breadth and thickness.....	1600 x 9 1/2			
Plating, Sheathing, material and thickness...	9 1/2 STEEL (NONE).			

## SHELL PLATING.

SCANTLINGS. IN M/M.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jagged?	SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	1480	25	20 <sup>5</sup>	20 <sup>5</sup>		DOUBLE	25	90	3	28	100	SINGLE STRAP. 17 <sup>5</sup> & BUTT E.W.	
„ Dblg. (if any)	1905	16 <sup>5</sup>	16	17 <sup>5</sup>	18 <sup>5</sup> & 19 <sup>5</sup> FORWARD.	DOUBLE	22	90	3	22	80	SINGLE STRAP 11 <sup>5</sup> & BUTT E.W.	
Bottom Plating, No. of Strakes ..... 4	1990	16 <sup>5</sup>	16	17 <sup>5</sup>			22	90	✓	E. W.		✓	
Bilge Plating, No. of Strakes ..... 1	1850	16 <sup>5</sup>	13	17 <sup>5</sup>			22	90	✓	E. W.		✓	
Side Plating, No. of Strakes ..... 3	2162	16	12	12	ICE STIFFENING. — FORWARD. —		22	80	4	22	90	LAPPED	
Upper Deck, Sheer-strake in Wells.....	2070	23	13	12	SIDE SHELL 24 M/M. BOTTOM - 19 <sup>5</sup> -		25	90	3	25	90	DOUBLE STRAPS = 16 & 18 M/M.	
Upper Deck, Sheer-strake in Bridge ...	2070	26 <sup>5</sup>	/	/	WITH INTERMEDIATE FRAMES, STRINGERS AND BOTTOM GIRDERS.		25	90	3	25	90	- dr -	
Strake below Sheer-strake in Wells.....	2110	20 <sup>5</sup>	12 <sup>5</sup>	12			22	80	3	25	90	DOUBLE STRAPS 12 <sup>5</sup> & 14 <sup>5</sup>	
Strake below Sheer-strake in Bridge ...	2110	20 <sup>5</sup>	/	/			22	80	3	25	90	- dr -	
Poop Side Plating.....	1465	/	/	10		SINGLE	19	75	2	19	65	LAPPED	
Bridge Side Plating.....	1465	11 &	13 AT BREAKS.				19	75	2	19	65	dr	
Forecastle Side Plating	1465	/	11	/			19	75	2	19	65	dr.	

## WATERTIGHT BULKHEADS.

Total No. of W.T. <sup>&amp; O.T.</sup> BULKHEADS in Vessel—		
Extending to Upper Deck (Sec. 3 c)		17
" Deck next below		1
As per Rule		8.

		STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	✓				
" " Second "	✓				
" " Third "	✓				
" " Holds .....	✓	13-9 <sup>5</sup>	BRACKETLESS SPACED 762	280 x 90 x 12 <sup>5</sup> 180 x 75 x 9 <sup>5</sup>	
COLLISION " (in Hold) 91.	✓	13 <sup>5</sup> -7	250 x 90 x 12 <sup>5</sup> 740	STRAS <sup>3</sup> DKS.	2,200.
AFTER PEAK " 9.	✓	11 <sup>5</sup> -7	250 x 90 x 12 <sup>5</sup> 740	DKS.	✓

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	FLAT	PLATE	KEEL	
STEM	SOFT NOSE	1 1/2	TO 13" PLATES.	
STERN FRAME	Propeller Post	CASTING AT TOP	JOHN COCKERILL	
	Rudder	FORGING AT BOTTOM.		
Speed of Vessel	13	KNOTS.		
RUDDER—Type	STREAMLINED	OERTZ		
" A x D	1070			
" Diam. of head	270			
" Mainpiece at top pintle	IN ACCORDANCE WITH			
" " heel	APPROVED	PLANS		
" how constructed	CAST STEEL FRAME &	WEB PLATE		
" double or single plate	13"			
" coupling, vertical or horizontal	WITH 6 - 3"	DIA BOLTS.		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) S.M. OPEN HEARTH

PLATES :- JOHN COCKERILL, SERAING. DUGREE MARIHAYE.

ANGLES :- " " SERAING & GRIVEGNEE.

Has the Steel been tested as required by the Rules? YES BY GERMANISCHER LLOYD.



48591	2nd	81	3	0	✓	✓	59	10	0	0	4130	=	81 1/4	✓	- as -	26-10-45	✓
48809		72	2	17	✓	✓	55	5	0	0	3525	=	69 1/4	✓	- as -	14-12-45	✓

Rpt. 1\*.

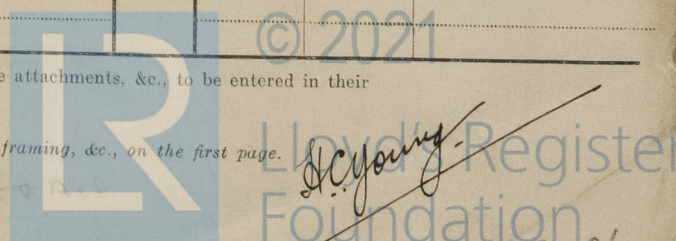
PARTICULARS OF LONGITUDINAL FRAMING.

V. "BELGIAN PRIDE" JOHN COCKERILLS YARD N° 694.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.					
	In Ship. M/M			In Ship. M/M.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
								Diam.	Speng.	Inches		Number.	Diameter.
Framing of <b>L, L or E</b> ..... Spaces in Bridge 'tween Decks ... Spaces from Uppermost Continuous Deck No. 1	B.A. AT SIDES	8	FLANGED	PLATES AT BOTTOM.									
	180	75	10	✓	5	✓		19	115	✓	115	2	22
	200	90	10	✓				22	135	✓	135	4	7
" 2	"	"	"	✓				"	"	✓	"	"	"
" 3	"	"	"	✓	AS			"	"	✓	"	4	9
" 4	230	90	11	✓	MIDSHIPS.	✓		22	135	✓	135	"	"
" 5	"	"	"	✓				"	"	✓	"	"	"
" 6	250	90	11	✓				"	"	✓	"	"	"
" 7	250	90	12	✓				22	135	✓	100	"	"
" 8	250	90	13	✓				"	"	✓	"	"	"
" 9	280	90	12	✓				"	"	✓	"	"	"
" 10	"	"	"	✓				"	"	✓	"	"	"
" 11	"	"	"	✓				22	135	✓	80	4	11
" 12	280	90	14	✓				"	"	✓	"	"	"
" 13	320	100	16	✓				"	"	✓	"	"	"
" 14	"	"	"	✓				"	"	✓	"	"	"
BOTTOM LONG. 1 TO 11 Spacing of (Amidships ..... (At Ends .....	410	X	11	✓	FLANGED 130	✓	CONTINUOUS WELDING. IN LIEU OF INTERMITTENT.	4	4	✓	4	6	8
	762	✓											
	762	✓											
Tank Top Longitudinals													
Bottom													
Longitudinals { Amidships													
{ At ends...													
Transverses.													
Depth and Thickness													
Face Angles													
Lugs to Shell*													
Depth and Thickness	915	X	11	✓									
Face Angles	FLANGED 150												
Lugs to Shell*	150 150 11	✓			OA. SINGLE			22	100	✓	DOUBLE.		
Depth and Thickness	1220 X 12	✓			1100 X 12	✓							
Face Angles	FLANGED 130	✓			FLANGED 130	✓							
Lugs to Shell*	150 150 12	✓			150 150 12	✓	OA.	22	100	✓	DOUBLE.		
" " Back Bars	NONE.	✓			NONE.	✓							
Brackets	NONE.				1200 X 1200 X 12 - FLG. 130.								
Transverse Frames... if joggled or liners.	2,940	✓											
Bridge Deck	150	75	8	✓			Spacing. 940	305 X 8	75 X 100 X 10 O.A.	✓			
Upper "	200	90	10	✓	✓	CLEAR OF TANKS. 150 X 75 X 8 & 10.	740	760 X 11	FLANGED 130 M.	✓			
Second "													
Third "													

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.



Classed 5.49

Oil Eng CL



EQUIPMENT No. 4351

LETTER dt

ANCHORS. 3B-1S.

Number of Certificate.	Anchors.	WEIGHT, <del>Wt.</del> STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
48416	1st Bower	81	3	0	✓	✓		59	10	0	0	KG = Cwts. 4130 = 81¼	BYERS STOCKLESS	✓	SUNDERLAND F.W. DOVEY, 24-9-45
48591	2nd "	81	3	0	✓	✓		59	10	0	0	4130 = 81¼	"	✓	- do - 26-10-45
48809	3rd "	72	2	17	✓	✓		55	5	0	0	3525 = 69½	"	✓	- do - 14-12-45
	Collective weight	236	0	17								11785 = 232			
839	Stream	978 KGS			317 KGS.			20650 KGS				1195 = 23½	D.V.D. GERMANY. (TESTED G.L. 4.43)		ANTWERP H.C. YOUNG, 26-2-49.

## CHAIN CABLES.

## HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.			Length and size per Table 53.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire.	Length and size per Table 53.	
	Length.	Diam.		Supplied.	Per Rule.		Length.	Diam.				Length.	Cir.		Length.	Cir.
8911 R	495	66	118 7/8	49800 K	✓		495	63 5/8	S. M. STEEL	N.V. KON. NED. ROTTERDAM (G.L.)	TOWLINE	240	140	85 7/8	240	140
5369	30	2 9/16	116 7/8	5000 K	✓		30	2 1/8	STUD LINK.	- do -	HAWSERS & WARPS	20	70	15 4/5	4	0
TOTALS	550	✓	✓	54800	47,760		550	63 5/8		19-3-49 A.V.H.		20	70	"	185	70
Iron Stream Chain or Steel Wire	220	121	✓	65 6/40	✓		220	121	SFSWR.	✓						

Steering Gear, Type (Power or hand) LE TITAN ALL ELECTRIC 1 MOTOR. Alternative Means of Steering HAND WHEEL AND GEARING. AFT.

Steering Chains (Size and Test) NONE. Windlass VAN IMPE & VAN DE KERCKHOVE. STEAM. Boats 4 WOOD LIFEBOATS. = 118 PERSONS.

Ceiling in Holds, thickness and material NONE. Cargo Battens, thickness, material and spacing NONE.

Cargo Hatchways.-(Upper Deck) O.T. STEEL COAMINGS, 760 HIGH x 10 1/4" THICK. Thickness of Hatches STEEL COVERS 12 5/8".

Size of Hatchways No. 1 (Fwd.) 3425 x 2960 No. 2 ✓ 20, O.T. CARGO HATCHES. No. 3 1830 x 1210 No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters NONE. STEEL COVER 12 5/8".

SOCIÉTÉ ANONYME JOHN COCKERILL  
Division de Chantier Naval  
HOBOKEN-lez-Anvers

Builder's Signature [Signature]

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel M.S.

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ✓ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation). ✓

This ship has been built to the Rules and Regulations of Germanischer Lloyd.

Permanent repairs on account of damage have been effected to my satisfaction.

all peaks, double bottom, deep tanks, cofferdams, and cargo tanks have been tested with water and found tight.

The winches, windlass, steering gear and pumps have been tested under working conditions and found satisfactory. The weather decks, watertight bulkheads, watertight doors and sidelights have been tested and found tight.

The workmanship so far as could be seen is good.

The test certificates for the steel have been examined and found to be in accordance with the requirements of the Rules.

The Freeboard marks have been cut in the ships side and verified.

The amount of Entry Fee (ESTIMATED) 2,276.420

FREEBOARD CERTIFICATE 2,120.10

Special Survey Fee 2,529.00

DAMAGE & REPAIRS 600.-

Travelling Expenses, if any 2,200.-

Fees applied for, 2-8-1949

Received by me, 19

(Special notations, where part of class, to be stated.)

CARRYING PETROLEUM IN BULK

LONGITUDINAL FRAMING.

REPAIRED & COMMISSIONED 5.49.

I am of opinion the Vessel should be Classed 100.A.1.

State whether the Vessel has been built under Special Survey No.

Certificate to be sent to ANTWERP Date of issue 3/10/49

Signature H.C. Young  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 9 SEPI949

Character assigned 100A1 subject  
Carrying Petroleum in bulk  
5.49 Ant.  
Launched 1942  
Commissioned 1949-5 mo  
Classed 5.49  
Write Out (h & m)

2 DB 170 (b) (5/1)  
Oil Eng CL



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

This ship was ordered in 1940 to plans prepared by Messrs Isherwoods 26/4. The plans were later submitted to Iloyds Rotterdam 24/9/40 and to Germanischer Lloyd 25/2/41 and later to Iloyds London 14/2/45.

The ship 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 by the Germans in the River Scheldt and later received further damage while in dry dock.

For details of Repairs carried out see Report 8 forwarded herewith

Stream Anchor:— The builders state that the temporary stream anchor will be replaced by an anchor of the correct weight.

Ice Stiffening:— The hull forward has been strengthened for navigation in ice, but the notation is not required.

The following "AS FITTED" plans will be forwarded:—

- ✓ Midship Section
- ✓ Section of aft end and bridge
- ✓ Longitudinal Bulkheads.
- ✓ Shell Expansion
- ✓ O.T. & W.T. Bulkheads
- ✓ Profile and Decks.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of Keel, bottom shell and sheerstrake E.W. and fitted with rivetted buttstraps. Bulkhead seams, runiforms and brackets. Forecastle deck and Bridge deck seams and butts.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Direction Finder. Gyc. Compass. Echo sounder, Oil Engine, Machinery aft, carrying Petroleum in Bulk, Leuner Stern, Flat Keel, Longitudinal Framing, Repaired and commissioned 5.49.

Particulars of Drop Test of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower

46-1-17 ✓ C.P. N° 7634 29-6-45

2nd "

46-3-0 ✓ A.E.G. N° 7684 17-7-45

3rd "

40-2-16 ✓ A.E.G. N° 7769 31-8-45

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 104 ft., R.Q.D. ✓ ft., Bridge 36 ft., Forecastle 42 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. ✓

Signal Letters O.N.B.M.

Extreme Breadth over Belting 62.33' (Circ. 1611)

Over-all Length 505 (Circ. 1703)

No. and Material of Decks

ONE DK STEEL.

Parts of Bottom of Vessel coated with cement or approved composition F & A PEAKS = CEMENT.

"BITUMASTIC" = COFFERDAMS & PUMP ROOMS.

Particulars of composition (if fitted) and of approval

"BITUMASTIC"

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓		Fore peak tank,	28.5	240
Double bottom, under Engines and Boilers,	✓		After peak tank,	16.	75
Double bottom, if under Engines only, 13-40.	67 ✓	200.	Deep tank, aft, O.F. BUNKERS.	13.5	727
Double bottom, if under Boilers only,	✓		Deep tank, forward, O.F. BUNKERS.	29.	630
Double bottom, forward,	✓		Other tanks, if fitted, COFFERDAMS. { Fore	3.7	225
Total length (if continuous) and Capacity	✓		{ Aft	3.7	230
			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 108

Date 14/4/45.

Dates of Surveys held while building

1944 July 15, 19 Aug 7, Sept 2, 27, 30 Oct 1, 7, 14, 17, 20, 24, 28 Nov 4, 13, 25 Dec 2, 9, 18, 23, 30  
1948 Jan 6, 9, 13, 15, 20, 22, 24, 27, 29, 31 Feb 3, 7, 10, 12, 14, 15, 17, 19, 21, 22, 26 March 2, 4, 9, 11, 13  
April 15, 27, June 5 Aug 11, Sept 8, 9, 15, 18, 23, 25 Oct 28 Nov 12, 23, 28 Dec 21  
1949 Jan 11, 26, 27, 28 Feb 5, 8, 15, 25 March 17, April 5, 14, 23, 27, May 3

Total No. of Visits 77