

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26/7/49. 19. When handed in at Local Office. Port of ANTWERP
No. in Survey held at ANTWERP Date, First Survey 15/7/49 Last Survey 3/8 1949
Reg. Book. 92150 on the Wood, Iron or Steel M.V. "BELGIAN PRIDE" (No. of Visits 50)

TONNAGE: Built at HOBOKEN By whom JOHN COCKERILL When 1949 MONTH 5
GROSS 8996 Owners BELGIAN GULF OIL CO Owners' Address ANTWERP
UNDER DK 8356 Managers ✓ (If not already recorded in Appendix to Register Book).
NET 6576 Port belonging to ANTWERP

Surveyed Afloat or in Dry Dock? BOTH Name of Dock ANTWERP CITY N: 7. Destined Voyage ✓
Cell D Bor D Ba feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined SERVICES

OFFERED BUT NOT REQUIRED

Was a damage report made by anyone else? if so, by whom? NOT KNOWN.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION AND WAR DAMAGE REPAIRS.

CLASSIFICATION 1. See Antwerp First Entry Reports forwarded herewith.

DAMAGE N: 1 :- Stated caused by the scuttling of the ship in the River Scheldt by the German's prior to the liberation of Antwerp.

DAMAGE N: 2 :- Stated to have occurred while vessel was in dry dock in 1944. Cause unknown.

P.T.O. →

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames. BOTTOM.	R. Frames. SIDE	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	17	76	14	3	20	1	14	SEE REPORT.
Removed and Fairled or Repaired	32	20	22	7	3	✓	9	Report
Fairled or Repaired in place ...	39	✓	✓	✓	✓	✓	✓	STERN FRAME.

PRESENT CONDITION OF THE									
Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.		When fitted, Month	Year
Caulking of Decks	good	Celling	none	Coal Bunkers, Openings, Covers, &c.	none	(State if on Felt)			
Coamings	good	Cement or Asphalt	good	Oil Bunkers	good				
Beams & Fastenings	good	Rudder	good	Scuppers	good	Boats	good		
Outside Plating	good	Steering gear and its connections	good	Cargo Hatchways	good	Masts, Yards, &c.	good		
" " in way of sidelights	good	Windlass	good	Hatches	good	Condition, how ascertained	NEW.		
Frames	good	Have pumps been examined and found efficient?	yes	Planking		(State if wedges removed.)			
Reverse Frames	good	Have Sluice Valves been examined and found efficient?	yes	Caulking		Equipment letter	dt		
Longitudinals	good	Have Watertight Doors been examined and found efficient?	yes	Treenails		Anchors, No. of	3 B. 15.		
Transverses	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		Cables (State if now ranged)	YES		
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" length 495 M. mean diamr. 66 M.M.			
Keelsons	good	Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings		" (on board.) 55 M. 29 1/16"			
Stringers	good			" " at other places		" Rule length 550 size 63"			
Inner Bottom Plating	good			Stringers, Clamps & Shelves		Chain Locker	good		
Have the Tanks been examined internally?	yes			Salting		Hawsers & Warps	good		
Have the Tanks been tested?	yes			State if examined.		Standing and Running Rigging	good		
						Salis	none.		

General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

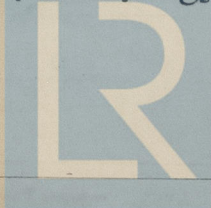
For the information of the committee.

Survey Fee (per Section 29) : : Fees applied for, 19
Special Damage or Repair Fee (if any) charged with First Entry Report. Received by me, 19
Travelling Expenses (if chargeable)
Second Surveyor's Fee (if any)

Committee's Minute FR/ 9 SEP 1949

Character Assigned Lee Ant. fe rpl.

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003778-003787-0211/4

DAMAGE N° 1.

SHELL: Plates numbered from Forward.

⊗ = Renewed; □ = Off and On; Δ = Fair in place;

STRAKE.

B Port: N° 13 ⊗, N° 14 □,
Starb: N° 14 ⊗, N° 10 □, N° 15 Δ;
C Port: N° 13 ⊗, N° 14 Δ;
Starb: N° 10 ⊗, N° 12 ⊗, N° 14 ⊗,
N° 15 □, N° 13 Δ;
D Port: N° 11 ⊗, N° 10 □,
Starb: N° 12, N° 13 ⊗, N° 8, 9, 10, □, N° 7, N° 11, Δ;
E Port: N° 11, 12. □,
Starb: N° 10, 14. ⊗; N° 11, 12, 13, □;
F Port: N° 13 Δ;
Starb: N° 6, 7, 11, 15, □; N° 10, 14, Δ;
G Port: N° 13, 14 Δ;
Starb: N° 11, 12, 13, Δ;
H Starb: N° 14, 15, □; N° 10, 11, 12, 13, Δ;
J Starb: N° 10, 11, 12, Δ;
K Starb: N° 10, 11, 12, Δ.

Total Shell Plates: 11 Renewed
18 Renewed Fair & Refitted
23 Fair in Place.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	
	1st Bower											
	2nd "											
	3rd "											
	Collective Weight											
	Stream.....											
	Kedge.....											

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stress.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	In.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	In.			

Iron Stream Chain or Steel Wire

AFT END. FRS. 0-40 Main Frames N° 37, 39 Starb ⊗,
Web Frame N° 38 ⊗.

Double Bottom, Starb, Floors N° 37, 38, 39. ⊗; Frames □.

Tank Top in M.R.: 1 plate ⊗,
Aux Engine seats, sea chests, and brackets etc. ⊗,

Deck E. Starb 3 plates ⊗, 2 plates □,
4 Beams ⊗, 1 Beam □,

Continued on Page 2.

Rpt. 9a.

Port of ANTWERP.

SHEET N° 2.

Continuation of Report No. 25467 dated 2/7/49

on the

AFT END. FRS 0-40. Continued. DAMAGE N° 1.

Deck C (Starb). 1 Beam ⊗, 2 Beams □,
Deck B (Starb). 3 Plates ⊗, 1 Beam ⊗.
Deck A (Starb). 2 Plates ⊗, 3 Beams ⊗.
Motor Room bearings, Beams and stiffeners □.

CENTRE TANKS. OIL FUEL TANK FRS. 40-42.

Bottom Longs. 3 Renewed. ⊗.
N° 40 Bld. 2 Plates ⊗, 1 stiffener ⊗.
Transverse N° 41 Part Renewed.

COFFERDAM N° 42-43 Bottom Frames and Knees 4 ⊗,
Bulkhead N° 42. 4 Plates ⊗, 6 stiffeners ⊗, and 7 □.
N° 43. 4 " ⊗, 4 " ⊗, " 9. □.

CENTRE TANK N° 10. FRS 43-46.

Bottom Frames and Brkts. 6 Renewed.
Transverse N° 44, 45, (Starb). Part Renewed.

CENTRE TANK N° 9. N° 46-49.

Bottom Frames and Brkts. 5 Renewed.
Bulkhead N° 49. 1 Plate ⊗, 4 stiffeners □.
N° 46 3 " ⊗, 1 " □ and 1 ⊗,
Transverse N° 47 & 48, Part Renewed.

CENTRE TANK N° 8. N° 49-52 Bottom Frame Brkts Part ⊗,
Transverse N° 50 (Starb). Part Renewed.
Long Bld. (Port). 1. Plate ⊗.

CENTRE TANK N° 7. N° 52-55. Bottom Frame & Brkts. 1, ⊗.
Bulkhead N° 55 (Starb). 2 plates ⊗, 1 stiffener ⊗.
N° 52. Plating fair in place.

CENTRE PUMPROOM. N° 55-56. Bottom Frame and Brkts. 1 ⊗.
Bulkhead N° 56. (Starb). 1 Plate and Brkts. ⊗.
2 stiffeners □.

STARBOARD SIDE TANKS

OIL FUEL BUNKERS. N° 40-42. Bottom Frames & Brkts. 4, ⊗.
Side Frames. 2. □.
Long Bld. 3 Plates ⊗, 4 stiffeners □.
Bulkhead N° 40. 1 Plate ⊗, 1 stiffener ⊗, & 2 □,
Transverse N° 41 Part Renewed.

COFFERDAM. N° 42-43. Bottom Frames 5 Renewed.
Side Frames 5 ⊗, & 4 □,
Long Bld. 6 stiffeners ⊗, 7 stiffeners □, and Brkts.
Bld N° 42. 3 Plates ⊗. 12 stiffeners ⊗; Bld N° 43 { 3 Plates ⊗,
8 stiffeners ⊗, 4 □.

Deck C: 5 Beams and Brkts. ⊗;

CONTINUED ON SHEET N° 3.

DAMAGE N°1 continued.STARBOARD SIDE TANKS.

CARGO TANK N° 5. Bottom Frames and Brkts 7, ✕.

Longl Bhd N° 1 Plate and Brkts ✕, Stiffers 1, ✕, and 4, □.

Transverse N°s 44 & 48. Part Renewed.

Bhd N° 49. Plates 3, ✕ and 1 □.

Stiffers 12 □.

CARGO TANK N° 4 FRS 49-55. Bottom Frames. 9, ✕.

Side Frs 5 ✕, and 8 □.

Longl Bhd: Plates. 2 ✕, and 5 □.

Stiffers. 10 ✕, " 16 □

Bhd 55. 2 plates ✕, 2 Stiffers ✕, and 11 □.

Transverse N°s 50, 51, 52, 53, 54; Part Renewed.

Deck 'C' 6 Beams Renewed.

PUMP ROOM. (Starbd). N° 55-56. Bottom Frames & Brkts. 1 ✕.

Longl Bhd: 1 Stiffener ✕, and 1 □,

SIDE TANK N° 3. FRS 56-62. Transverse N° 57. Part Renewed.

Bhd N° 56. 2 Plates ✕

Longl Bhd: 2 Stiffers. □, and Brkts. ✕.

SIDE TANK. N° 5. FRS 43-49. Bottom Frames. 5 ✕.

PORT SIDE.

Side " 2 ✕.

Longl Bhd. 1 Plate ✕ and 1 □; 1 Stiffener ✕, and 3 □.

Transverse N°s 46, 47. Part Renewed.

DECK C. (Starbd). Plates.

B 14, 11, 10: C 12, 11: and 1 Stringer Bar. Renewed.

A 12, 11, 10: B 13, 9: C 14, 10. and 4 Stringer Bars, □.

The ship has been repaired and reconditioned throughout and a large amount of minor steelwork, fittings and piping has been repaired or renewed.

H. Young.

Continued on Sheet N° 4.

DAMAGE N° 2.

PORT SIDE

DEEP TANK. N° 75-78.	Floors. N° 78, 81, 84, 85, 87.	□
	Floors. (Starboard Side) N° 78, 84	□
	Bottom girders	□.
COFFERDAM. N° 74-75	Bottom Frames.	4 □
	Bulkheads. N° 75-74.	Brackets. ✕.
CENTRE TANK N° 1 N° 71-74.	Bottom Frames.	2 ✕.
	Transverses. N° 72 and 73.	□.
CENTRE TANK N° 2.	Frame Brackets.	✕.
" " N° 3.	" "	✕.
" " N° 4.	Bottom Frame.	1 ✕
SIDE TANK N° 2 PORT.	Bottom Frames.	4 ✕.
	Side Frames.	2 ✕.
	Bulkhd N° 62.	1 Plate and Brkts. ✕.
	Transverse N° 65. ✕, and N° 63, 64, 66.	Part □.
SIDE TANK N° 3 PORT.	Bottom Frames 4 □, Side Frs. 2 □.	
	Brkts ✕, Transverses N° 57, 58, 59, 60, 61,	Part □.
PUMP ROOM N° 55-56 PORT.	Bottom Frames 2 □, and Side Frs. 1 □.	
	Brackets ✕.	
SIDE TANK N° 4. 49-55. PORT.	Bottom Frames.	2 □. Brackets ✕.
	Transverses N° 54, 53, 52.	Part □.
DECK. "B"	1 Plate and 1 Stringer Bar	✕.
	SHELL PLATING.	
KEEL.	N° 2, 3. = ✕: N° 1, 4, = □: N° 5, 6, 7, 13, 14, 15, 11 = Δ:	
A STRAKE (STARBOARD).	N° 3 = ✕: N° 4, 5, 13 = □: N° 2, 6, 7, 14 = Δ:	
A " (PORT).	N° 3, 13 = □: N° 2, 4, 5, 12, = Δ:	
"D" - PORT.	N° 4 = ✕:	
"E" - PORT.	N° 6 = ✕: N° 5, 7, 8, 9, 10, = □.	
"F" = PORT.	N° 6, 7, = □: N° 8 = Δ.	
"M" = PORT.	N° 5. = ✕.	

BILGE KEEL. - Port side Renewed.

STERN FRAME :- Lower sole piece of Sternframe (forged steel)
heated and faired in place.

Total Shell Plates :- 6 Renewed
14 Removed Faired and Refitted
16. Faired in Place.