

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

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SCREW MOTOR VESSEL KAMINA MACHINERY FITTED AMIDSHIPS.

State Type (Full Scantling, Complete Superstructure) with or without Tonnage Openings. COMPLETE SUPERSTRUCTURE VESSEL WITHOUT TONNAGE OPENINGS. State Type of Erections. COMBINED BRIDGE & FORECASTLE.

BELGIAN  
 Tonnage under } 3444.99  
 Tonnage Deck ... }  
 CLASS 100 A 1  
 State if with freeboard } YES  
 as condition of Class }  
 Built at HOBOKEN NEAR ANTWERP

Do. of space or spaces between Tonnage Dk. and Upper Dk.	979.10	Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)	L 104.500	Launched 26-12-40	Yard No. 682
		Breadth (greatest moulded)	B 14.300	Builder	JOHN COCKERILL

Total	4424.09.	Depth, at middle of length from top of keel to top	8.200
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gross Tonnage 4424.09.

Register Tonnage 2873.72. 1st Longitudinal Number (L x D).....= 775, 15  
Managers

REGISTERED DIMENSIONS. Framing Depth "d," at middle of length. See } 4,600 Residence BRUSSEL

M:	FEET	Sec. 3 (1d).....]			
Proportions—Depth to Length—Hammest con—		11 35	10 6	Resistance	NONE (NAVAL VESSEL)

Length 109.82 = 360.3 Proportions—Depth to Length—Uppermost continuous deck to top of keel ..... } 11, 337 Port of Registry.....

width 4.83 48.66 Do. Long Bridge to } If surveyed while building, afloat, or in dry dock

848	236	5	611	PARTLY SURVEYED WHILE BUILDING 1754 AND IN DRYDOCK 8 A/E/RAT WHILE
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5th 8170 2 F.B. Draught Moulded ORIGINAL DESIGN: G. 200 AND IN USE OVER RECONDITIONING (1950) LAST SEEN

FRAMES DOUBLE BOTTOM AND BEAMS

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	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.
FRAMES, Spacing amidships.....	705	✓	Bracket Floors, Frame .....	200 90 10	✓
" " from 1/3 length amidships to Collision bulkhead.....	685	✓	" " Reversed Frame.....	200 75 8 1/2	✓
" " in peaks .....	610	✓	" " Vertical Struts .....	200 75 8 1/2	✓
SIDE FRAMING.	230 90 11 1/2	IN M.R.	Centre Girder, depth and thickness amidships	975 * 12	✓
Frame Amidships, Angle, E or C	200 90 10 1/2	IN HOLDS	" " top Angles .....	75 75 10 1/2	✓
" " Extends up to.....	TO MAIN DK IN M.R.	✓	" " bottom Angles.....	100 100 12	✓
Reversed Frame Amidships, Angle .....	✓	MAIN	Side Girders, No. each side and thickness.....	ONE - 8 1/2	✓
" " Extends up to .....	✓		Margin Plate depth (excl. of flange) and thickness .....	765 * 11 1/2	✓
Depth of Framing Girder.....	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem .....	90 * 10 FLAT EW.	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	180 90 8 1/2	EVERY 2ND	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	130 * 13 CONTINUOUS	✓
" " Second 'tween Decks, Angle, E or C	200 90 10	EVERY	" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	450 * 9 8 RWS @ 22 1/2 in	✓
" " Third " " " "	200 90 10	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area .....	CONTINUOUS 450 * 9 10 RWS @ 22 1/2 in	✓
" " from 1/2 len. for'd. to 15% len. from Stem .....	250 90 12	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	1525 * 9 1/2	✓
" " in Peaks, Angle or C	180 90 8	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships .....	22 C 150	✓	Breadth and thickness of Middle Line Strake...	1750 * 11 1/2	✓
State if Frame Joggled.....	NO	✓	Thickness of remainder in Holds .....	10	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved ? .....	YES	EXTRA TWEEN DKS FITTED	Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room ?.....	YES O.F. BUNKERS	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved ?.....	YES	ABOVE RULES.	BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, E or C	200 75 11	✓
Floors, Depth and thickness at mid-line in Holds.....			" " in way of Bridge, Angle, E or C	200 75 11	✓
Height of Brackets at side above base line at toe of frame.....			Spacing .....	EVERY	✓
Middle Line Keelson, on Floors, Angles, C or C			Second Deck, amidships, Angle, E or C	250 90 11 1/2	✓
" " Through Plate or Inter- costal Plate .....			Spacing .....	EVERY	✓
" " Foundation Plate on Floors .....			Third Deck, amidships, Angle, E or C	200 75 12	✓
" " Flat Plate Keel Angles			ADDITIONAL TO APPROVED PLANS Spacing.....	EVERY	✓
Side Keelsons, No. each side.....			Fourth Deck, amidships, Angle, E or C	200 75 11	✓
" " thickness of Intercoastal Plate.....			LOWER PLATFORM DK.	EVERY 2ND	✓
" " Angles .....			Spacing.....		
DOUBLE BOTTOM.			Poop Deck, Angle, C or C		
Solid Floors, thickness and spacing .....	9 EVERY 3RD IN HOLDS	✓	Spacing.....		
" " Are Frame and Reversed Frame joggled ? .....	NO	BOTTOM ONLY AT F.P. KEEL	Bridge Deck, Angle, C or C	180 75 7 1/2	✓
Bracket Floors, breadth and thickness at middle line .....	730 * 9	✓	COMBINED. Spacing.....	EVERY	✓
" " breadth and thickness at margin plate.....	730 * 9	✓	Forecastle Deck, Angle, E or C	230 90 10 1/2	✓
			Spacing.....	EVERY	✓

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## PILLARS AND DECKS.

PILLARS, No. of Rows	IN SHIP. M/M.	Any Departure from Approved Plans to be Noted.	PILLARS, No. of Rows	IN SHIP. M/M.	Any Departure from Approved Plans to be Noted.
TWO ROWS OF GIRDERS					
in 'tween Decks, Size and Spacing	PILLARS REPLACED BY ADDITIONAL BULKHEADS AND LONGITUDINAL CABIN BULKHEADS AND STIFFENERS.		Stringer Plate, breadth and thickness in way of Bridge	1700 x 9	
WEB 305 x 10			Thickness of Plating abreast Deck openings in way of Wells	8	
230 x 90 x 10			Thickness of Plating abreast Deck openings in way of Bridge	8	
in Holds	WEB 340 x 10		Thickness of Plating within line of openings	7 1/2	
230 x 90 x 10			If Sheathed, material and thickness	40% L170-5140	
Centre Line Bulkhead. Stiffeners and Spacing	CUT AWAY.		Third Deck. ADDITIONAL Stringer Plate, breadth and thickness	7	
Plating, thickness of			IN WAY OF FORE & AFT HOLDS If Plated, state thickness	7	
STRINGERS AND DECKS.			Fourth Deck. AT ENDS. Stringer Plate, breadth and thickness	7	
Uppermost Continuous Deck.			LOWER PLATFORM DECK If Plated, state thickness	7	
Stringer Plate, breadth and thickness in Wells	1700 x 13		Poop Deck. Stringer Plate, breadth and thickness		
" " " " in way of Bridge	1700 x 13		Plating, Sheathing, material and thickness		
" " " " Angle in Wells	127 127 13		Bridge Deck. Stringer Plate, breadth and thickness	8	
Thickness of Plating abreast Deck openings in way of Wells	9 1/2		Plating, Sheathing, material and thickness	6	
Thickness of Plating abreast Deck openings in way of Bridge	9 1/2		Forecastle Deck. COMBINED. Stringer Plate, breadth and thickness	8	
Thickness of Plating within line of openings	8 1/2		Plating, Sheathing, material and thickness	7-50 0P	
If Sheathed, material and thickness	YES 63 1/2 D.P.				
Second Deck. Stringer Plate, breadth and thickness in Wells	1700 x 9				

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	YES		No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			State if forged?	Diam.		Spacing cr. to cr.	Diam.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
Flat Plate Keel.....	1300	16 <sup>5</sup>	14 <sup>5</sup>	14 <sup>5</sup>		DOUBLE	22	90	TREBLE	22	80	LAPPED
„ Dblg. (if any)		✓										
Bottom Plating, No. of Strakes .....		13	19 <sup>5</sup>	13		DOUBLE	22	90	TREBLE	22	80	✓
Bilge Plating, No. of Strakes .....		13	19 <sup>5</sup>	13		“	“	“	“	“	“	“
Side Plating, No. of Strakes .....		13	20 13 <sup>5</sup>	13		“	“	“	“	“	“	“
Upper Deck, Sheer- strake in Wells.....	1500	15	10 <sup>5</sup>	10 <sup>5</sup>		“	“	“	QUADRUPE	“	90	“
Upper Deck, Sheer- strake in Bridge ...		✓										
Strake below Sheer- strake in Wells.....	1245	14 <sup>5</sup>	10 <sup>5</sup>	10 <sup>5</sup>		DOUBLE	22	90	TREBLE	22	80	“
Strake below Sheer- strake in Bridge ...		✓										
Poop Side Plating.....		✓										
Bridge Side Plating.....		10-9			FILE SIDE PLATING CARRIED TO MIDSHIPS 10 <sup>3</sup> / <sub>4</sub> AT BREAK	SINGLE	19	75	SINGLE	19	65	“
Forecastle Side Plating			10			“	19	75	“	19	65	“

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	13
Extending to Upper Deck (Sec. 3 c)	6
Deck next below	7
As per Rule	6

## STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks	5	70% FLANGE - 750			
" " Second	6 1/2			ADDITIONAL TWEEN DECKS.	
" " Third	7	180 x 75 x 8 1/2	750		
" " Holds	9	230 x 90 x 11 1/2	750		
COLLISION " (in Hold)	11 1/2 - 6 1/2	280 x 90 x 12 1/2	750	AS APPROVED	
AFTER PEAK "	11 1/2 - 6 1/2	150 x 75 x 8 1/2	750		

## FORGINGS AND CASTINGS.

	Keel or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	FLAT	PLATE KEEL		
STEM	SOFT NOSE PLATES	18 - 10 1/2		
STERN FRAME	Propeller Post	CAST	LEONARD GIOT.	APPROVED
	Rudder	STEEL	MARCHENNE - DU PONT.	23/9/39
Speed of Vessel	14 KNOTS			
RUDDER-Type	DOUBLE PLATES WITH WEBS			
" A x D	1243		WILTON	
" Diam. of head	305 1/2		FEYENDORD.	
" Mainpiece at top pintle	CAST STEEL		ROTTERDAM.	
" " heel	"			
" how constructed	STREAMLINED PLATING			
" double or single plate coupling, vertical or horizontal	DOUBLE			
	HORIZONTAL			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).	S.M. PROCESS.
	PLATES:- JOHN COCKERILL	
	ANGLES:- JOHN COCKERILL. OUGREE MARINAY	STEEL CO OF SCOTLAND (B.A.'S).
	Has the Steel been tested as required by the Rules?	YES (WARTIME ALTERATIONS BY G.L.)

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.)

Sister Ship Yard N° 683 Believed to have been sunk.

This ship was commenced in 1939 under Lloyd's special survey, plans approved for C.S.S. type, and materials ordered and tested to Rule requirements. The original steel test certificates have been verified. The ship has now been repaired, and converted for transporting troops (See Rpt 8) herewith. It is anticipated that she will return to Belgium in April 1951, for further alterations, when "AS FITTED" plans will be prepared.

Test certificate N° 10572 E.E. 5/1/40. Antwerp. for Stemframe forwarded herewith  
" " N° 160 P.W. 18/3/40 Rotterdam for Rudder Seal "

A plan of "Framing Sections" N° 96686 as built 1943

PARTICULARS OF ELECTRIC WELDING (if employed) No welding in original design  
The additional minor bulkheads and tween decks added later have been welded

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

D.F. / E.S.D. / Cruiser Stern

RADAR Equipment (State if fitted) Yes.

State Type or Pattern No. Model CR-101-A.

State Maker Radio Marine Corp. of America  
Name and/or of Supplier Serial 5019.

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

1st Bower (New Anchor 70057) 31-2-17 N° 3686 2/3/50  
2nd " Original German Anchor B. 7112.  
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge AND Forecastle COMBINED ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. YES = 176'

Official No. Signal Letters (NAVAL VESSEL) Extreme Breadth over Belting 14.83 = 48'6" Over-all Length 375'

No. and Material of Decks 2 DECKS STEEL / (2 DECKS FORE & AFT STEEL)

Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN DOUBLE BOTTOM & PEAKS

Particulars of composition (if fitted) and of approval NONE.

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.
Double bottom, aft, FRS- 20-43	53	70	Fore peak tank, DRY TANK.	15	✓
Double bottom, under Engines and Boilers, Motor Room, FRS- 43-54	25	66	After peak tank, DRY TANK.	16	✓
Double bottom, if under Engines only, Motor Room, FRS- 54-77	53	290	Deep tank, aft, FRS. 44-54, F.O. & LUB OIL	23	220
Double bottom, if under Boilers only, FRS- 77-84	17	57	Deep tank, forward, FRS. 55-77, FRESH WATER.	51	250
Double bottom, forward, FRS- 184-138	124	260	Other tanks, if fitted,		
Total length (if continuous) and Capacity	272	743.	(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys  
held while building



2612 APPROVED 1939

Short of Steam anchor

EQUIPMENT No. 2705 AS FITTED

LETTER *w*

ANCHORS. 3 B.

Number of Certificate.	Anchors.	WEIGHT, <del>IN</del> STOCK. <i>LESS</i>	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
70054	1st Bower	Cwts. qrs. lbs. 55 0 14	Cwts. qrs. lbs. 44 6 10	Tons. cwt. qrs. lbs. 44 6 10	2665 1/2 - 52 1/2	(NEW) STOCKLESS	R. SYKES	CRADLEY HEATH
DG. N. 16111	2nd "	56	2 800	57 7 0	2665 1/2 - 52 1/2	(ORIGINAL)	OTTO BRIDSON & Co.	17.6.42
DVD 3391	3rd "	38 3	1 955		2265 1/2 - 44 1/2	"	(D.R.P.)	19.6.41.
	Collective weight	149 3 14			7595 1/2 - 149 1/2	STOWED IN AFT HAWSE PIPE		
	Stream	NONE	FITTED					

## 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.
1869	Fathoms Ins. 271 2 1/2	Tons. 76 1/2 107 1/2	Cwts. qrs. lbs. 615-3-2	Cwts. 573 3/4	270 2 1/2	STUD LINK KETTENWERKE SCHLIEPER OF GRUNE.	DUSSELDORF 20-3-40	TOWLINE	120 4 1/2	43.3	120 4 1/2
	105 2 1/2		MILD STEEL	STUD CABLE FITTED			CERTIFICATES	HAWSERS & WARPS	20 2 1/2		20 2 1/2
	90 4 1/2	43 3/4	IN AFT	HAWSE PIPE IN STERN.	(GERMAN)	NOT AVAILABLE			20 2 1/2		20 2 1/2
Iron Stream Chain or Steel Wire	90 4 1/2	43 3/4			90 4 1/2	STEEL WIRE					

HANDWHEEL &amp; GEARING TO

Steering Gear, Type (Power or hand) *LE TITAN, ANVERSOIS, ELECTRIC, WORM DRIVE* Alternative Means of Steering *QUADRANT IN S.G. COMP.*Steering Chains (Size and Test) *NONE* Windlass *APEC CHARLEROI* Boats *8 WOOD LIFEBOATS 422 PERSONS.*Ceiling in Holds, thickness and material *NONE* Cargo Battens, thickness, material and spacing *✓*Cargo Hatchways.—(Upper Deck) *NONE* Thickness of Hatches *✓*Size of Hatchways No. 1 (Fwd.) *✓* No. 2 No. 3 No. 4 No. 5 No. 6Number of Shifting Beams and/or Fore and Aft *✓* Builder's 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 *MOTOR SHIP.*  
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *NO* 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 was commenced in 1939 under the special survey of Lloyd's Register and completed by Germanischer Lloyd.  
 All peaks, double bottom, oil fuel and fresh water tanks, and cofferdams have been tested with water while the ship was in dry dock and found tight. The capstans, steering gears, and pumps have been tested under working conditions and found satisfactory.  
 The workmanship and materials, so far as could be seen, are good. A freeboard first entry report has been forwarded, but at the request of the Belgian Naval authorities the Load Line marks assigned have not been cut in the ship's side.

The amount of Entry Fee..... £ : : } Fees applied for,  
 FREEBOARD ASSIGNMENT. } See } 19  
 Special Survey Fee..... £ 8 : } Received by me,  
 Travelling Expenses, if any ..... £ : : } 19  
 (Special notations, where part of class, to be stated.)  
 I am of opinion the Vessel should be Classed *100 A1*  
 WITH FREEBOARD.  
 State whether the Vessel has been built under Special Survey *PARTLY 1939.* Signature *H. C. Young*  
 Surveyor to Lloyd's Register of Shipping.  
 Certificate to be sent to *ANTWERP.* Date of issue *6/11/5*

Committee's Minute *FRI. 19 OCT 1951*  
 Character assigned *100A1 with freeboard Subject*  
*12.50 Ant.*  
*S.S. Ant. 12.50*  
*Classed 12.50*  
*White Ant*  
*LMC 12.50 Subject*  
*DBS 12.50*  
*6 (CL) 11.50*  
*2 WTDB 171/b.*  
 Lloyd's Register Foundation