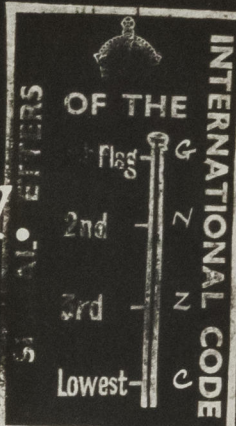




Form No. 9.

CERTIFICATE OF
BRITISH REGISTRY

PARTICULARS OF SHIP.



Official Number 184728	Name of Ship BRAEMAR CASTLE	No., Date, and Port of Registry 224 in 1952 London	No., Date, and Port of previous Registry (if any)
Whether British or Foreign Built British	Whether a Sailing, Steam or Motor Ship, and if a Steam or Motor Ship, how propelled Steam Ship Twin Screw	Where Built Belfast	When Built 1952
Name and Address of Builders Harland and Wolff Limited Belfast			
Number of Decks	Three	Length from fore-part of stem, to the aft side of the head of the stern post	556
Number of Masts	Two	Main breadth to outside of plank	74
Rigged	Not	Depth in hold from tonnage deck to ceiling amidships	31
Stem	Straight	Depth in hold from upper deck to ceiling amidships, in the case of three decks and upwards	40
Stern	Brusher	Depth from top of deck at side amidships to bottom of keel	44
Build	Clasher	Round of beam	5
Framework and description of vessel	Steel Passenger / Cargo	Length of engine-room (if any)	99
Number of Bulkheads	Nine		

PARTICULARS OF PROPELLING ENGINES, &C. (IF ANY), and WATER BALLAST TANKS, as supplied by Builders, Owners, or Engine Makers.			
No. of sets of Engines	Description of Engines	Whether British or foreign made	When made
Two	Double Reduction Geared Turbines	British	1952
No. of Shafts	Particulars of Boilers		
Two	Description Babcock & Wilcox Water Tube	British	1952
	Number		
	Iron or Steel		
	Loaded pressure		
	Three	British	1952
	495 lbs		

NUMBER OF WATER BALLAST TANKS, AND THEIR CAPACITY IN TONS:— **Nil**

PARTICULARS		TONNAGE.	
GROSS TONNAGE.		DEDUCTION ALLOWED.	
Under Tonnage Deck	9553.62	On account of space required for propelling power	5449.40
Space or spaces between decks	2850.19	On account of spaces occupied by Seamen or Apprentices, and appropriated to their use, and kept free from goods or stores of every kind, not being the personal property of the crew	1901.54
Turret or Trunk		These spaces are the following, viz.:—	
Forecastle .. Bridge	2152.21	Tween Deck and Roundhouses	
Bridge space .. Upper	1176.98	(Number of Seamen or Apprentices for whom accommodation is certified)	
Poop or Break		Deductions under Sec. 79 of the Merchant Shipping Act, 1894, and Sec. 54 of the Merchant Shipping Act, 1906, as follows:—	
Side Houses		Masters Accommodation	34.53
Deck Houses	1296.36	Chart Space	10.14
Chart House		Boatwain's Stores	75.00
Spaces for Machinery and Light and Air, under Sec. 73 (2) of the Merchant Shipping Act, 1894		Steering Gear	57.29
Excess of hatchways		Catchy Room23
		Wireless Telegraphy Room	10.00
		Gyro Room77
Gross Tonnage	14029.36	Cubic Metres	
Deductions, as per Contra	7538.93	48193.09	
Register Tonnage	9490.43	21335.17	
		26857.92	
		TOTAL	7538.93

NOTE 1.—The tonnage of the engine-room spaces below the upper deck is **2266.04** tons, and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is **352.87** tons.NOTE 2.—The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's register tonnage.
Nil

I, the undersigned, Registrar of British Ships at the Port of **London**, hereby certify that the Ship, the Description of which is prefixed to this my Certificate, has been duly surveyed, and that the above Description is in accordance with the Register Book; that **Captain Donald Douglas Mackenzie** whose Certificate of Competency or Service is No. **0014915**, is the Master of the said Ship; and that the Name, Residence and Description of the Owner, and Number of Sixty-fourth Shares held by, are as follows:—

Name, Residence, and Occupation of the Owner.

The Union-Castle Mail Steamship Company Limited
having its principal place of business at,
3, Fenchurch Street, E.C.3.
in the City of London.

Number of Sixty-fourth Shares.

Sixty-fourDated at **H.M. Custom House London** the **4th** day of **November** One thousand nine hundred and **fifty-two****A. Lawlor****Asst.**
Registrar of British Ships.

NOTICE.—A Certificate of Registry is not a document of Title. It does not necessarily contain notice of all changes of ownership, and in no case does it contain an official record of any mortgages affecting the ship. In case of any change of ownership it is important for the protection of the interests of all parties that the change should be registered according to law. Should the Vessel be lost, sold to Foreigners, or broken up, notice thereof, together with the Certificate of Registry, if in existence, should immediately be given to the Registrar of British Ships at the Port of Registry under a Penalty of £100 for default.

C. 344A

Instructions to Registrars of British Ships, paragraphs 36-40. Sec. **67483**
1948

(13257) 39737/933 2m 2/50 H.T.C. 789