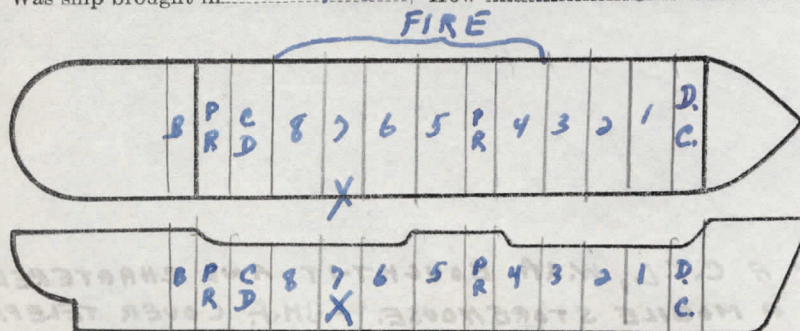


Ship/S GULF PRINCE Service OCEAN TANKER
 Owner GULF OIL CORP. Operator BRITISH MINISTRY OF WAR TRANS.
 Information furnished by MASTER Date 30 DECEMBER, 1949

Line No.	QUESTIONS	ANSWERS
1	Year built and propulsion	Built <u>1921</u> Propulsion <u>STEAM</u>
2	Tonnage	Gross <u>6,560</u> Net <u>4,098</u>
3	Draft loaded (maximum allowed)	Fwd. <u>27'06" (M)</u> Aft
4	Draft when attacked	Fwd. <u>14'00" (M)</u> Aft
5	D. W. T. (Emergency Coastwise L. L.)	<u>11,000</u>
6	Cargo 42's capacity and carried	Capacity <u>74,000 BBLs</u> Carried <u>600 BBLs</u>
7	Kind of cargo or tank ballast	<u>AVIATION GASOLINE IN #3 MAIN TANK</u>
8	Was ship gas-free? (Specify)	<u>NO; ONE TANK LOADED.</u>
9	Voyage	From <u>PHILLIPVILLE, AFRICA</u> To <u>ALGIERS, NORTH AFRICA</u>
10	Were routing orders followed	<u>YES</u>
11	Any criticism of orders	<u>NO</u>
12	Weather at time of attack	Weather <u>CLEAR</u> Sea <u>MODERATE</u>
13	Was enemy sighted? When	<u>NO</u>
14	Any friendly ships in sight	<u>YES; CONVOY</u>
15	Were navigation lights on	<u>NO; DAYLIGHT.</u>
16	Date and time of attack	Date <u>7-10-43</u> Time <u>1240</u>
17	Position	Latitude <u>37°13'N</u> Longitude <u>05°12'E</u>
18	Nature of attack (Give data)	<u>TORPEDOED</u>
19	Number of hits	<u>1</u>
20	Location of hits (Mark diagram)	<u>1-AFT (2/3 PAR. BOD.)</u>
21	Effect of hits	<u>EXTENSIVE STRUCTURAL DAMAGE</u>
22	Was ship armed? What type	<u>YES; 1-5"; 1-3"; 8-20MM.</u>
23	Was armament used? State result	<u>NO</u>
24	Was oil sprayed over ship	<u>NO</u>
25	Did cargo fire (Mark diagram)	<u>NO; (VESSEL AFIRE DUE TO TANK EXPLOSIONS)</u>
26	Did tanks explode (Mark diagram)	<u>YES</u>
27	Was deck ruptured	<u>YES</u>
28	Did ship break in two	<u>NO</u>
29	Was SOS sent	<u>NO</u>
30	Ship's speed	Normal <u>10.0</u> When attacked <u>6.0</u> When abandoned <u>2.0</u>
31	Time abandoned, sunk	Abandoned <u>1243 (3 min)</u> Sunk <u>N.S.</u>
32	Was ship reboarded	<u>YES</u> By whom <u>BRITISH 7 SALVAGE CREW</u> When <u>LATER.</u>
33	Was ship brought in	<u>YES</u> How <u>TOWED IN</u> Approximate damage <u>EXTENSIVE</u>



B = BUNKERS
 C.D. = COFFER DAM.
 P.R. = PUMP ROOM.
 D.C. = DRY CARGO
 Fill in this diagram to show attack hits, fires, explosions, etc.

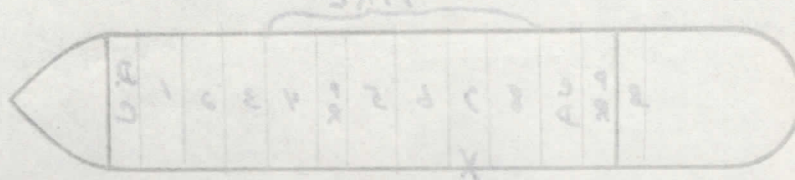
NOTE: VESSEL WAS PREVIOUSLY HIT ON 5-13-42
 NOTE: VESSEL IS PRESENTLY BEING USED AS A STOREHOUSE FOR BUNKERS IN NORTH AFRICA.

34	Lifeboats.....	Number carried	4	Which used	2
35	Lifeboats.....	Number lost	2	How	TORPEDO EXPLOSION
36	Life rafts.....	Number carried	4	Which used	3
37	Life rafts.....	Number lost	1	How	TORPEDO EXPLOSION
38	Life floats.....	Number carried	2	Which used	2*
39	Life floats.....	Number lost	0	How	0
40	Lifesaving suits.....	Number carried	74	Number used	0
41	Were boats, etc., attacked.....	Attacked	NO	Casualties	0
42	Time in each boat, raft, etc.....	Boat	2 -- 2 hrs.	Boat	3 -- 2 hrs.
43	Rescued by and where.....	By	ALLIED SHIPS	Where	AT SCENE
44	Number of gun crew carried (military).....	Officers	1	Enlisted men	27
45	Number of ship's crew carried.....	Officers	8	Radiomen	1
46	Number of others carried.....		0	Uncensored	27
47	Total on board.....		64		
48	Number of gun crew injured (military).....	Officers	0	Enlisted men	1
49	Number of ship's crew injured.....	Officers	1	Radiomen	0
50	Number of others injured.....		0	Uncensored	0
51	Number of gun crew lost (military).....	Officers	0	Enlisted men	1
52	Number of ship's crew lost.....	Officers	0	Radiomen	0
53	Number of others lost.....		0	Uncensored	0
54	Total casualties.....	Injured	2	Lost	1
55	Persons lost by (specify).....	Drowning	0	Fire	1
55		Other causes	0	Shell or Torpedo	0
56	Total rescued.....	Gun crew	27	Officers	8
56		Unlicensed	27	Radiomen	1
57	Persons saved by.....	Boats	38	Others	0
57		Preservers	0	Total	63
58	Engineering watch below.....	Number on watch below	3	Number lost below	0
59	Number of lookouts.....		11		
60	Any defective material.....		NO		
61	Any personnel fault.....		NO		

COMMENTS, CRITICISMS, AND RECOMMENDATIONS

The comments, criticisms, or recommendations of survivors with respect to safety of seamen and ships involved in war actions are earnestly solicited by Headquarters in order that the fullest provision possible may be made for the safety of American ships and seamen.

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(COU'T) RATHER THAN DECLARE SHIP A C.T.L., W.3A. BOUGHT IT AND CHARTERED IT TO THE NAVY FOR USE AS A MOBILE STOREHOUSE. - J.H.F. COVER TELEPHONE