

Received by Chief Ship Surveyor.....

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VESSEL'S NAME Motor Tanker "BRITISH CAUTION" Rpt. Nwc. No. 103564

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

1st Long. No. 15760 Depth "d" -
2nd Long. No. 44350 Proportions = L/D 13.60
Framing As approved Sheerstrake As approved

Two longitudinal bulkheads are fitted.

This vessel is similar to the "BRITISH VIRTUE" etc.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 100A1 "Carrying Petroleum in bulk"

2.46 Nwc.

1 Dk, 2nd dk clear of cargo tanks. "Longitudinal framing at bottom & at deck" "Part elec. welded"

Cell DBa 75' 35t, DTf 32' 313t, FPT 149t, APT 82t
FK, 16BH, Lloyd's A & CP
P 101' B 48' F 49'
Mchy Aft
O.L. 486.3'
E.S.D.



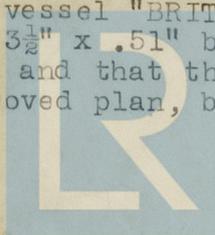
of Chain Cables

The class is assigned and maintained upon the understanding that the equipment will be made to accord with the requirements of the Rules when the present state of emergency has passed

Insert/in S.R.L: (60 fathoms of chain cable to be supplied).

It is submitted the Surveyors be informed it is concluded the bridge deck stringer plating is as in the sister vessel "BRITISH VIRTUE" i.e. 64" x .44" and not as reported, that x 3 1/2" x .51" bulb angle stiffeners have been fitted to the collision bulkhead and that the other stiffeners on this bulkhead are as indicated on the approved plan, but they should state if this is so.

See entry 9.4.46



Lloyd's Register Foundation 30.3.46