

26 NOV 1964

Ship's Name SS/MS "CAUTIOUS" Gross tons 594.
L.R. 506640
 Is there a rpt. 9? YES Port LONDON. Rpt. No. 152923
 No. of visits 8 First date 20.10.64. Last date 10.11.64.
 Interim Cert. issued & copy herewith? YES Damage rpt. issued & copy herewith? NO Last rpt. (H.Q. only)
 Date of completing rpt. 16.11.64. Surveyed at, if different from Port above
 Surveyed afloat and/or in D.D. BOTH Last date of examination in D.D. 29.10.64.
 Has a Load Line Survey been held? YES Freeboard Marks verified YES.

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (~~EQ~~); (Rig)

Survey fees

Damage fee

Expenses

S.S. £82-0-0

(256)

20 NOV 1964

£1-4-0

S.A. fee

20 NOV 1964

I have surveyed the above ship in accordance with the Rules for Part Special Survey D
and Docking.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

WEAR & TEAR REPAIRS.

Shell plates B2 (Pss) from forward found with deep local pits internally in way of chain locker where thin layer of cement extended up plates.
 Cement removed and plates in way examined (Pss).
 Several local deep pits found.

Shell frame rivets in way of B2 Starbd. removed and plate doubled full width externally. Edges of doubler welded to adjacent plates of stakes A & C.
 Shell frame rivets refitted through doubler & all surrounding rivets cambed. P.T.O.

I recommend that this ship remain as classed with/without fresh record of dry docking 10.64 and the notation S.S. (DR.) 11.64 when the upper deck plates abreast the engine room casing (port & starbd) have been dealt with as necessary, the scabbled rivet points in the upper seam of the stand stake below sheer port and starbd amidships and scattered scabbled frame rivet points have been dealt with and the Engine Survey has been completed.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY 21 JAN 1965

Minute

Deferred, await further information
But assign DS 10.64, subject
TS 10.64 MBS 11.64 RETAIN! LLOYD'S SURVEYS
OVERDUE 4.63

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

Shell plate B3 Put doubled similarly over half width of plate from lower seam (4' 10" x 18").

Shell plate B2 P doubled 2' 6" x 20" from lower seam.

On completion repairs hose tests carried out with satisfactory results.

Leaking shell rivets in port & starboard oil fuel wing tanks dealt with by caulking.

DRILLING SURVEY

"Drilling" survey carried out using Ultrasonoscope Mark III ultrasonic equipment operated by Messrs. Material Measurements Ltd. Check drilling carried out indicated in red on attached Rpt 8 (Dr).

Upper Deck plates in 1st stroke inboard of stanchion (P+S) abreast the engine room casing found to be heavily pitted and require to be dealt with.

The Owners Representative requested deferring dealing with these plates until vessel arrives Vancouver, B.C. where now bound, and where existing machinery and boiler will be removed and diesel machinery installed.

Further the Owners Representative requested deferment of repairs to scrubbed rivet points in upper seam of 2nd stroke below sheer (P+S), amidships & scattered scrubbed frame rivet points until vessel re-fits in Vancouver and it is recommended that these items be dealt with to complete the Special Survey. Considered to continue efficient meantime. Vancouver Survey's address.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Rpt. 8 (cont.)

Ship's Name SS/MS "CAUTIOUS"

Port LONDON.

Rpt. No. 152923

S.R.L. APPENDIX ITEMS.

Indents in side shell plating (p+s) specially examined
and found to continue efficient.

JWS Mansfield.

NOTE.

A Safety Equipment Survey has been carried
out by the Ministry of Transport during the
present stay in port.

JWS Mansfield.



Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name SS/MS ^{"CAUTIONS"}

S.S. (D.) Due 10. 64.

Port LONDON.

Rpt. No. 15 2923

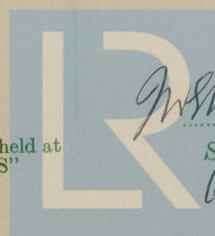
<u>Examined & condition</u>		<u>Examined & condition</u>	
In dry dock from	19. 10. 64.	* Air & sounding pipes	Good.
" " " to	30. 10. 64.	Doublers under " "	Good.
Shell plating	Good.	Steering arrangements (main)	Good.
Sternframe	Good.	" " (aux)	Good.
Rudder	Good.	Windlass	Good.
Was rudder lifted?	NO.	Masts & rigging	Good.
Plating, etc. in way of shell openings	Good.	Hand pumps & suction	Good.
Side scuttles & deadlights	Good.	W.T. doors	Good.
Overbd. scuppers & discharges	Good.	Bulwarks, freeing ports, etc.	Good.
F.P. spaces	Good.	Summer freeboard as verified	1'-10 1/2" ✓
Chain locker	Good.		
A.P. spaces	NONE		
Engine space	Good.		
Boiler space	Good.		
Under E. & B.	Good.		
Coal bunker	-		
Tunnel & well	Good.		
Cement, asphalt, etc., on btm. shell	Good.		
Weather decks	Good.		
* Casings	Good.		
* Deckhouses	Good.		
* Superstructures	Good.		
* Skylights	Good.		
* Companionways	Good.		
* Hatchways	Good.		
* Ventilators	Good.		
Other items:			

EQUIPMENT:

Equipment letter	(i) 1 3/16"
Fee ltr., if diff. from eqpt. ltr.	
Anchors: No. on board	28 ✓
State if ranged	YES
Length on board	180 fathoms ✓
Mean dias. range from	1 1/8" to 1 3/16" ✓
Rule length	150 feet Dia. 1 3/16" ✓
Mooring ropes	SUFFICIENT.

* These items to include their closing appliances

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



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J.W.E. Mansfield

Surveyor to Lloyd's Register of Shipping
(J.W.E. MANSFIELD)

HOLDS & 'TWEEN DECKS:	Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold	F.P. tank	Good.	Good.
"	'Tween decks	A.P. tank	Good.	Good.
		D.B. tanks & c/dams		
No. 2	Hold			
"	'Tween decks			
No. 3	Hold	O.F. bunkers		
"	'Tween decks	A. 29/38. PORT INNER & OUTER STARBOARD INNER & OUTER	Good. Good.	Good. Good.
		A. 38/45 WING P.S.	Good.	Good.
		Settling tanks		
No. 4	Hold	A. 51/53. P.S.	Good	Good.
"	'Tween decks	CENTRE (SETTLING)	Good.	Good.
		Deep tanks		
		A. 55/57 FEED P.S.	Good.	Good.
		A. 57/62 F.W. P.S.	Good.	Good.
No. 5	Hold	A. 62/66 BAL. P.S.	Good.	Good.
"	'Tween decks	DEEP C/D. A. 53/55	Good.	
		Side tanks		
		FEED TANKS AFT A. 8/15 P.S.	Good.	Good.
No. 6	Hold	Wing tanks		
"	'Tween decks			
AFT HOLD.	Good.			
FORWARD ACCOMMODATION SPACES	Good.	Other tanks:		
VALVE RECESS FORD (A. 70/72)	Good.			
Cargo battens				
Ceiling, etc.				



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Ship's Name SS/MS "CAUTIOUS"

Date of gauging 27. 10. 64.

Port LONDON.

Rpt. No. 15 2923

Thicknesses of each strake of shell and strength deck plating (port and starboard) as ascertained by drilling or other approved method at two positions within the half length amidships for comparison with original thicknesses.

Thicknesses to be in decimals of an inch or millimetres and gaugings to be taken in accordance with Rules.

If plating is not fitted in longitudinal strakes the arrangement should be shown on a sketch and position of gaugings indicated.

SHELL PLATING—exact frame stations of gaugings to be stated

STRAKE		FORWARD—FRAME Nos. 57/8						AFT—FRAME Nos. 25/26						REMARKS
Position	Letter	Original Thickness INCHES	Thickness by gauging		Diminution if any		Original Thickness INCHES	Thickness by gauging		Diminution if any				
			Port	Stbd	Port	Stbd		Port	Stbd	Port	Stbd			
Bridge sheerstrake	J	.31 [✓]	.325 [✓]	.33 [✓]	-	-								
Bridge strake below	M	.31 [✓]	.32 [✓]	.33 [✓]	-	-								
Sheerstrake	G	.46 [✓]	.415 [✓]	.435 [✓]	.045 [✓]	.025 [✓]	.46 [✓]	.42 [✓]	.42 [✓]	.04 [✓]	.04 [✓]			
1st strake below	F	.38 [✓]	.35 [✓] .36 [✓]	.35 [✓] .34 [✓]	.02 [✓]	.04 [✓]	.38 [✓]	.37 [✓]	.375 [✓]	.01 [✓]	.005 [✓]			
2nd " "	B ₁ E	.36 [✓]	.36 [✓]	.315 [✓]	-	.045 [✓]	.36 [✓]	.38 [✓]	.355 [✓]	-	.005 [✓]			
3rd " "	D	.36 [✓]	.33 [✓]	.35 [✓] .335 [✓]	.03 [✓]	.025 [✓]	.36 [✓]	.305 [✓]	.325 [✓]	.055 [✓]	.035 [✓]			
4th " "	C	.36 [✓]	.34 [✓] .345 [✓]	.365 [✓]	.015 [✓]	-	.36 [✓]	.325 [✓]	.34 [✓]	.035 [✓]	.02 [✓]			
5th " "	B	.36 [✓]	.335 [✓]	.345 [✓]	.025 [✓]	.015 [✓]	.36 [✓]	.33 [✓]	.35 [✓]	.03 [✓]	.01 [✓]	2 [✓]	B ₁ [✓]	
6th " "	A	.40 [✓]	.37 [✓]	.36 [✓]	.03 [✓]	.04 [✓]	.40 [✓]	.36 [✓]	.385 [✓]	.04 [✓]	.015 [✓]	15% [✓]	20% [✓]	
7th " "		3.68 [✓]	3.46 [✓]				3.68 [✓]	3.46 [✓]						
8th " "			6% [✓]					6% [✓]						
9th " "		READINGS IN BLACK BY ULTRASONOSCOPE MARK 3												
10th " "		CARRIED OUT BY MATERIAL MEASUREMENTS LTD.												
11th " "		READINGS IN RED CHECK DRILLINGS.												
12th " "													DA. 11/12/64	

STRENGTH DECK—exact frame stations of gaugings to be stated

FORWARD. 57/8.
AFT. 25/6.

Stringer Plate		.36	.33	.28	.03	.08	.36	.32	.32	.04	.04			
1st strake inboard		.30	.32	.29	-	.01	.30	.28	.28	.02	.02			
2nd " "		.30	.29	.29	.01	.01								
3rd " "	ON CENTRE LINE	.30	.315				2.24	2.04						
4th " "		2.24	2.07					8.9%						
5th " "		7.6% READINGS TAKEN IN HEAVILY PITTED												
6th " "		PLATES ABREAST ENGINE ROOM CASING, CLEAR OF PITS.												
		IN WAY OF PITS THICKNESS P .15 S .19.												

Rpt. 8 (Rig)

Ship's Name ~~SS/MS~~ "CAUTIOUS"

(Matter above line is completed by Lloyd's Register of Shipping)

Port LONDON

Rpt. No.

152923

Port of London

Date 22nd October 1964

REPORT ON MASTS, SPARS AND RIGGING

Dear Sir(s),

In accordance with your instructions, I
examined the Masts, Spars and Standing Rigging, including fittings, of the
SS/MS Tug "Cautious"
on the (date of examination) 21st October 1964,
and found that

All Stays, Shrouds, Yard Lifts and Emergency Oil Lamp wires
attached to fore and main masts, examined and found to be in
good condition.

Jumper stay examined and found to be in good condition.

All Funnel Guys examined and found to be in good condition.

Fee £2.0.0.

256

Rigger

J. Mansfield

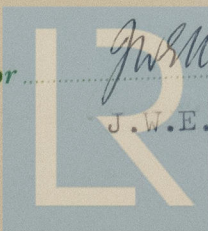
To the Surveyor(s),

Lloyd's Register of Shipping,

LONDON

Surveyor

J. W. E. MANSFIELD.



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