

REPORT of SURVEY for REPAIRS, &c.

Date of writing report.....19..... When handed in at Local Office.....19..... Port of Basrah

Survey held at Kuwait Date, First Survey 23 Aug. 1950 Last Survey 13.9 1950

No. in Reg. Book. 15067 on the Wood, Iron or Steel Dumb Barge Kawaikih

TONNAGE:— Gross 309 Owners Kuwait Oil Company Ltd Owners' Address London

UNDER DECK 279 Managers Kuwait Oil Company Ltd (If not already recorded in Appendix to Register Book).

NET 309 Port belonging to London

Surveyed Afloat or in Dry Dock? Beached Name of Dock at Kuwait Destined Voyage Coastal Service in Persian Gulf

WB=Cell D Bor D Ba feet; uE&B feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined, especially in the boiler space.

Last Report, No. 13112 of 1949 Port Basrah La.

Periodical Surveys, when held must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarized in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

CHARACTER. + for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler surveys (including date of N.B., if any).
+ 100A - Barge with freeboard 5,46		
For Coastal Service in the Persian Gulf		

Society's Freeboard (if assigned) as painted on Ship and now verified } 2 ft 6 1/2 ins.

Was a damage report made by anyone else? If so, by whom?

REPAIRS, & EXAMINATION AS PER RULE, FOR Docking Survey Barge examined jacked up on

Joits high and dry on beach at Shuwaikh, Kuwait. Hull plating Port and Starboard, stem, keel, stern, rudder all examined. Bilge strakes and strakes above Port and Starboard forward and at sides and fairly generally indented. No indentations of sufficient severity to prejudice strength of hull. No electrically welded doubling patches fitted to sharp indents on bilge and strakes above Port and Starboard none greater in area than 2'-0" x 1'-4". As the affected plates are not wasted it is considered that these be Class B endorsements on the hull condition and the plates be replaced when further wasted.

Abandonment port and starboard, bulwarks forward and aft, hatch coamings, steel and wood covers, attention tarpaulins, wedges and lashings all

P.T. 0

DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

Decks good	State if Tanks have been examined inside. Yes	Air and Sounding Pipes good	Copper, or Y.M. of Wood Vessels. (State if on Felt.)
Caulking of Decks none	State if Tanks now tested. P&A Peak tested	Dblng. Plates under Sounding Pipes yes	When put on, Month.....Year.....
Coamings good	Bulkheads good indented	Engine Room Skylights none	Boats none
Beams & Fastenings good	Ceiling wood in holds good	Coal Bunkers, Open'gs, Lids, &c. none	Masts, Yards, &c. signal only good
Inside Plating good indented	Cement or Asphalt. cement in Peaks (State which.) good	Oil Bunkers none	Condition, how ascertained.....
Side Plating in way of sidelights	Rudder good	Scuppers good	(State if wedges removed).....
Strooks good	Steering gear and its connections good	Cargo Hatchways good	Sails
Transoms good	Windlass hand good	Hatches good part new	Equipment letter C in red
Reverse Frames good	Have pumps now been examined and found efficient? yes efficient	Planking of Wood Vessels	Anchors, No. of 2 bower
Longitudinals good	Have Sluice Valves now been examined and found efficient? none	Caulking ditto	Chain Locker good
Transverses good	Have Watertight Doors now been examined and found efficient? none	Treenails ditto	Cables (State if now ranged) ranged good
Floors good	Have Ventilators and their Coamings been examined and found efficient? none	Breasthooks & Stemson ditto	Cables length 90 fm. mean diamr. 1 1/8 (on board)
Beams good		Transoms Pointers & Crutches ditto	Cables Rule length.....size.....
Inner Bottom Plating none		Timbers of Frame at openings ditto	Hawser & Warps good
		Ditto Ditto at other places ditto	Standing and Running Rigging.....
		Stringers, Clamps & Shells ditto	
		Salting ditto	
		(State if examined).	

General Observations, Opinion as to Class, Recommendation, &c.:— all repairs carried out to my satisfaction.

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and pnd 24, &c."

This barge is now in good condition and eligible, in my opinion, to remain as classed with fresh record of Drydocked Kuwait Sept 1950

Survey Fee (Per Section 29).....£	6 : 6 : 0	Fees applied for,.....
Special Damage or Repair Fee (if any).....£		Received by me,.....
Travelling Expenses (if chargeable).....£		
Second Surveyor's Fee, if any.....£		

Committee's Minute

Character Assigned

TUES. 2 JAN 1951

9.50 Kuwait (with endorsement) J.H.F.

LLOYD'S AGENTS SURVEYOR APPOINTED BY LLOYD'S AGENTS



Lloyd's Register Foundation

Air and sounding pipes, bilge suction pipes and pumps, portable wire guard rails Port and Starboard, steering gear, fairleads, chairs quadrant, rudder head shaft and bearing, rudder pintles, deck house, windlass decks and scuppers all examined found in good condition.

Fore and aft peak tanks tested by water pressure to 7'-0" above deck and found efficient. Fore and aft peaks, cofferdam, chain locker and cargo holds examined internally and found in good condition. No. 2, 3, 4, bulkheads from forward found indented due to blows by pipe cargoes. Efficiency unaffected.

Freeboard marks checked and recut.

Repairs done now. Hull plating outside chipped, scraped, wirebrushed and painted 2 coats red lead, one coat anti-corrosive and one coat antifouling paint to deep draft marks. Freeboard plating coated 2 coats red lead and one coat Black bitumastic paint. Draft and freeboard marks repainted. Twenty two $\frac{1}{4}$ " M.S. doubling plates welded over and onto Port & starboard. 800 rivet heads P & S built up by electric welding. Stem anchor crane removed faired and refitted.

Decks, bulwarks, hatch coamings and deck house chipped scraped and wire brushed afterwards coated 2 coats red lead & 1 coat grey marine paint. 120'-0" deck margin angle released and faired with top edge of cheer strake.

ANCHORS.

[illegible]

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower

CHAIN CABLES.

[illegible]

Spar ceiling in holds renewed P & S and fitted on bulkheads.

Hold ceiling lift bilges cleaned and painted with bitumastic ceiling refitted

Hold air pipes faired and refitted with gauze wire and canvas covers

Hatch beams faired and brackets faired.

Holds internally coated on sides with one coat red lead & 1 coat grey paint

Cofferdam painted as holds, chain locker cleaned and painted with bitumastic

Fore and aft peaks chipped cleared and painted with cement wash