

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14th May, 1956 When handed in at Local Office 1956 Port of NAPLES
 No. in Reg. Book 16785 Survey held at PALERMO Date, First Survey 23rd Feb. Last Survey 21st March, 1956
 on the Wood, Iron or Steel S/S. "KUWAIT" (No. of Visits Twelve (12))

TONNAGE: Built at Chester, Pa. By whom Sun S.B. & D.D. Co. When 1949 MONTH 3
 GROSS 17613 Owners Kupan Transport Co. Owners' Address -
 UNDER DK. - Managers - Port belonging to MONROVIA
 NET 10869

Surveyed Afloat or in Dry Dock? Both Name of Dock CNR. Floating Dock Destined Voyage -
 DelldBorDBa - feet: uB&B feet: f feet: -
 Total capacity - tons. FPT - tons; APT - tons; MT - feet. tons. }
 only alterations in the existing records of tanks should be inserted.

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

Last Report, No. - Port N.Y.K. 54508

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised 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. Society's Freeboard (if assigned) as painted on Ship and not verified - ft. - ins.

Damage Report attached hereto. Was a damage report made by anyone else? if so, by whom? -

REPAIRS, OR EXAMINATION AS PER RULE FOR DOCKING CONDITION AND H.W. DAMAGE REPAIRS.

NOV DONE DOCKING :- The vessel placed in dry dock. Bottom and side shell plating and sternframe cleaned, examined and recoated. (See Damage for rudder condition).
 The deck, saeings, coamings, hatchways, ventilators, air and sounding pipes, closing appliances, steering gear, windlass and general equipment examined where practicable and found in satisfactory condition.

HEAVY WEATHER DAMAGE REPAIRS :- The vessel was dry docked on account of the loss of the rudder. It was stated that the causes of the loss were due to heavy weather encountered on a loaded voyage from Mena al Ahmadi to the Isle of Grain, from the 3rd Feb. 1956 until 12th Feb. 1956 prior to arrival at Isle of Grain and again in ballast passage from Isle of Grain destined for the Persian Gulf, but on account of the loss of the rudder, the vessel was diverted to

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :- (P.T.O.)
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE	Pte ex'd	good	Pt ex'd	good	Engine Room Skylights	good	Copper, or Y.M.	(State if on Felt)
Decks	Pte ex'd	good	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	Year
Caulking of Decks	" "	"	Cement or Asphalt	-	Oil Bunkers	-	Boats	-
Coamings	" "	"	Rudder	good	Scuppers	-	Masts, Yards, &c.	good
Beams & Fastenings	" "	"	Steering gear and its connections	good	Cargo Hatchways	good	Condition, how ascertained	from deck
Outside Plating	good	-	Windlass	good	Hatches	good	(State if wedges removed.)	-
" " in way of sidelights	-	-	Have pumps been examined and found efficient?	-	Planking	-	Equipment letter	3B and 1S
Frames	-	-	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Anchors, No. of	no
Reverse Frames	-	-	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Cables (State if now ranged)	no
Longitudinals	-	-	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	-	" length (on board.)	mean diamr.
Transverses	-	-	Have the Tanks been examined internally?	no	Transoms, Pointers & Crutches	-	" Rule length	correct size
Floors	-	-	Have the Tanks been tested?	-	Timbers of Frame at openings	-	Chain Locker	-
Keelsons	-	-		-	" " at other places	-	Hawsers & Warps	Sufficient
Stringers	-	-		-	Stringers, Clamps & Shelves	-	Standing and Running Rigging	good
Inner Bottom Plating	-	-		-	Sailing	-	Sails	-
Have the Tanks been examined internally?	no	-		-	State if examined	-		-
Have the Tanks been tested?	-	-		-		-		-

General Observations, Opinion as to Class, Recommendation, &c.:

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1.38."

The vessel, so far as now seen, is in satisfactory condition and eligible for retention of class and fresh record of DOCKING 3/56. Subject :- To all conditions at present attached being dealt with as previously recommended.

Survey Fee (per Section 23) Gard H. 13.000
Dhy M. 6.000
 Special Damage or Repair Fee (if any) 57.000
 (per Section 23)
 Travelling Expenses (if chargeable) 11.400
Survey Fee 7.000
 Second Surveyor's Fee (if any) TAX 2.832
 Fees applied for, 19
 Received by me, 19
 P.H.W. Evans.
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUESDAY 19 JUN 1956
 Character Assigned 3.56 Ful. subject
RWT

(Continuation)

S.S. "KUWAIT"

Referring back to the old casting of the rudder, (upper piece) the fracture of the vertical projection, (see sketch) would appear to have initiated on the starb'd side (as indicated in blue) and had the appearance of having existed for some time previous to the final failure, whilst the remainder of the fracture (red) is considered to be of recent origin (smooth on the forward edge but rough and ragged on the after edge). The internal surfaces of the casting were well coated with a protective film of oxidised asphalt and were not corroded.

SUBJECT OF CLASS :- Concerning sternframe (T.W. 8,50 & E.W. 10,54 and previously)

Examined at this time and found satisfactory.

