

PALERMO

28 MAY 1956

No. 5890

Rpt. 8.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14th May, 1956 When handed in at Local Office 19 Port of NAPLES
 No. in Survey held at PALERMO Date, First Survey 23rd Feb. Last Survey 21st March, 1956
 Reg. Book 16785 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 YEAR 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 GNR. Floating Dock Destined Voyage -
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Machinery and Boiler Surveys (Including date of N.B., if any).
* for Special Survey.	
Date of last Survey and of Periodical Surveys.	
<u>+100 A1</u>	<u>+LMC. 1/53</u>
<u>SS. N.Yk. 11/53</u>	<u>WTB. 10/54</u>
<u>Dkg. 10/54</u>	<u>CL. 11/53</u>
<u>Carrying Petroleum in bulk.</u>	

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

Last Report, No. - Port N.Yk. 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 - ft. - ins. painted on Ship and not verified

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.

NOW 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, coemings, 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 Mens al Ahamadi 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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	<u>Pte ex'd good</u>	Pt ex'd	<u>good</u>		<u>good</u>	(State if on Felt)	When fitted, Month Year
Caulking of Decks	<u>Pt ex'd good</u>	Celling	<u>-</u>	Coal Bunkers, Openings, Covers, &c.	<u>-</u>		
Coamings	<u>" " "</u>	Cement or Asphalt	<u>-</u>	Oil Bunkers	<u>-</u>		
Beams & Fastenings	<u>" " "</u>	Rudder	<u>good</u>	Scuppers	<u>-</u>		
Outside Plating	<u>good</u>	Steering gear and its connections	<u>good</u>	Cargo Hatchways	<u>good</u>		
" " in way of sidelights	<u>-</u>	Windlass	<u>good</u>	Hatches	<u>good</u>		
Frames	<u>-</u>	Have pumps been examined and found efficient?	<u>-</u>	Planking	<u>-</u>		
Reverse Frames	<u>-</u>	Have Sluice Valves been examined and found efficient?	<u>-</u>	Caulking	<u>-</u>		
Longitudinals	<u>-</u>	Have Watertight Doors been examined and found efficient?	<u>-</u>	Treenails	<u>-</u>		
Transverses	<u>-</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>yes</u>	Breasthooks & Stemson	<u>-</u>		
Floors	<u>-</u>	Air and Sounding Pipes	<u>good</u>	Transoms, Pointers & Crutches	<u>-</u>		
Keelsons	<u>-</u>	Have the Tanks been examined internally?	<u>no</u>	Timbers of Frame at openings	<u>-</u>		
Stringers	<u>-</u>	Have the Tanks been tested?	<u>-</u>	" " at other places	<u>-</u>		
Inner Bottom Plating	<u>-</u>			Stringers, Clamps & Shelves	<u>-</u>		
Double Bottom	<u>-</u>			Sanding	<u>-</u>		
				State if examined			

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)	<u>Card H. Lit 13.000</u>	Fees applied for,	
Special Damage or Repair Fee (if any) (per Section 23)	<u>Dry M. 6.000</u>		
Travelling Expenses (if chargeable)	<u>57.000</u>	Received by me,	
Second Surveyor's Fee (if any)	<u>11.400</u>		
	<u>Survey Fee 7.000</u>		
	<u>TAX 2.832</u>		

P.H.W. Evans. *[Signature]*
 Surveyor to Lloyd's Register of Shipping.

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

11-6-56



Copy attached hereto - Cont. D. issued

20m, 11ES (The Surveyors)



Lloyd's Register Foundation

01805-011812-0166 1/3

Palermo for repairs. The period concerned with the heavy weather was from the 18th Feb. 1956, until arrival at Palermo on the 22nd Feb. 1956.

During the passage from the Isle of Grain to Palermo, on the 15th Feb. 1956, a stroke to the hull was heard in the Engine room - which led the Master to investigate the stern and rudder, when the starb' side rudder plating was found damaged.

This damage was further increased as the voyage proceeded and eventually the rudder was lost on the 20th Feb. 1956.

NOW DONE :-

- | FOUND | RECOMMENDED |
|---|--|
| RUDDER :- | |
| (1) Upper casting piece of the rudder securely attached to the rudder stock by undisturbed coupling belts. | - Dismantle stock from steering gear and remove to shop for alignment check. |
| (2) Lower pintle 'Micarta' bush in the sternframe skeg; broken and partly missing. | - Remove bush and cage and renew both. |
| (3) Upper rudder pintle secure in the sternframe gudgeon. | - Remove upper pintle, and renew. |
| (4) Rudder missing from the upper casting but small part of the side plating still attached. Casting projection piece broken. | - Renew rudder complete in accordance with the approved builders plans. Upper and lower rough casting pieces supplied by Owners. Test for tightness on completion. Renew coupling belts. |
| (5) Retaining ring for the lower pintle still intact. | - Remove and renew. |

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT BY STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stac-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

- (6) Propeller and fastenings all good.
- (7) - Check alignment of sternframe from carrier to lower skeg.
- (8) Slight misalignment of the sternframe upper pintle gudgeon. - Build up by electric welding and bore out true.
- CARRIER BEARING ASSEMBLY**
- (9) Gland and carrier bush considerably worn and scored on one side for about 2/3 circumference. - Renew gland and carrier bush.

Continued /

S/S. "KUWAIT"

- (10) Corresponding rough marks found on rudder stock. - Skim up rudder stock in lathe.
- NOTE :** The above score marks positioned about 45° aft' to starb' from the transverse centre line.
- (11) Main tiller guide surfaces extremely rough on the starb' side only. - Machine main tiller guide surfaces.
- (12) Tiller bronze slipper bushes extremely rough starb' side only. Also the bores scored. - Renew tiller slipper bushes.
- (13) Ram crosshead pins scored. - Skim in lathe and make good.
- (14) Thrust and carrier rough over full bearing surface. - Renew bronze thrust plate in two halves. Skim carrier face.

HYDRAULIC STEERING PUMPS AND MOTORS :-

- Starb' pump unit :-**
- (16) Radial pump axle ball race, at coupling end slack and journal scored in way of bearing races. - Machine axle journal and skrink fit a steel sleeve; ground afterwards to suit new ball race.
- (17) Radial plungers and cylinders slightly scored. - Clean and reinstall.
- (18) Radial pump axle race, apposite to coupling defective. - Renew ball race.
- (19) - Renew meter ball races.
- (20) Renew - In view of the defects found to the starb' pump unit, the port unit was recommended to be opened and similar repairs as above carried out.
- (21) - On completion of rudder and steering gear repairs, test and prove in good working order.

Damage subsequent to loss of rudder:-

Anchor Windlass.

- (22) Both port & starb'd windlass break bands worn. Renew break lining.
- (23) One section of steam pipe to windlass fractured. Renew pipe.

CARGO TANKS :-

Minor bulkhead fractures between centre tanks Nos 6,7,8 & 9. Vee out & weld.

All the above recommendations for repairs have satisfactorily been carried out.

With regard to the construction of the rudder, the approved plans have been adhered to with the exception of slight modifications by an addition of one diaphragm and thickening up of part of the structure referred to in Plan No P 29557 which is enclosed herewith. The upper and lower casting pieces were obtained in America and bear the following identification marks:- **Top casting.** A.B. LLOYD'S 8433 26/8/48 E.C.N.

S.S 5841.

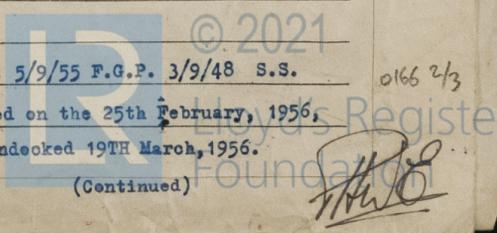
Bottom casting: LLOYD'S 8450 A.P. 5/9/55 F.G.P. 3/9/48 S.S.

The Vessel was dry docked on the 23rd February, and undocked on the 25th February, 1956. She was re-docked on the 16th March, for fitting the rudder, and undocked 19th March, 1956.

(Continued)

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN



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(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.

