

Chief Surveyors.....

Received from Chief Surveyors.....

EL'S NAME ss Tanker "KUWAIT" REPORT phl. No. 9270

## For the CHIEF SHIP SURVEYOR and CHIEF-ENGINEER-SURVEYOR.

In cases which have to be submitted to 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.)

of Survey First Entry. When due.....

Two longitudinal bulkheads are fitted.

Crack arresters are introduced in the structure as follows:-

Shell plating :- The seams at the upper and lower turn of the bilge, also at the lower edge of the sheerstrake are double riveted.

Deck plating :- A double riveted seam (p & s) at about 3'-0" outside the longitudinal bulkheads, and at the centre line, a narrow plate 19 $\frac{1}{2}$ " wide is fitted with the deck plating double riveted to the same.

A riveted stringer angle is also fitted.

1000L "Carrying Petroleum in Bulk" "Longitudinal framing"  
"Fitted for oil fuel 3,49 F.P. above 150°F"

1 Dk. 2nd Dk. clear of oil tanks "Elec. welded".  
Cell DBUE 94'. 308t. DTf 42'. 1375t. FPT 414t. APT 156t.  
FK; 15 BH. Lloyd's A & CP.

P. 129'. F. 84'.

Mchy aft.

O.L. 628'.

ESD

"Radar"

nt  
2 1/16"



It is further submitted the Surveyors be informed, the horizontal stiffeners of the transverse bulkheads appear to be 10" x 4" x .44" to 18" x 5" x .50" in centre tanks, and 12" x 4" x .44" to 19" x 5" x .50" in wing tanks, and not as reported, but they should confirm this.

See letter 28/10/49

EM.D.  
2.6.49.



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C.S.S to note crack arresters

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