

Sun S.B. & D.D.Co. Chester. Pa.

Yard No. 569

Sister vessel to "KUWAIT"

Chief Surveyors.....

Received from Chief Surveyors.....

SHIP NAME s.s. Tanker "RAS AL ARDH" REPORT Phil. No. 9313

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.)

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 1/2" wide is fitted with the deck plating double riveted to the same.

A riveted stringer angle is also fitted.

100AL "Carrying Petroleum in Bulk" "Longitudinal framing"
"Fitted for oil fuel 6.49 FP 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"

"nf"
2"1/16"



of the Kuwait

It is further submitted the Surveyors be informed, with reference to the letter from the Principal Surveyor U.S.A. 26.9.49 forwarding a reply from the PHILADELPHIA Surveyors regarding the scantlings of the stiffeners of the transverse bulkheads, the sizes as reported do not conform with the plan in this Office - DR.No. B1881 - 700-BB. TYPICAL O.T.BULKHEAD.

Also they should be informed, the peak frames as shown on the plan of Profile & Decks forwarded with this report appear to be, 9" x 4" x .44" inverted angle F.Pk., and 7" x 4" x .44" O.A., A.Pk and not as reported.

See letter 30/11/49

19.10.49



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