

REPORT OF SURVEY FOR REPAIRS, & DISCLOSED

Date of writing Report 30th May 1941 When handed in at Local Office 19 Port of ALEXANDRIA

No. in Reg. Book. 17549 Survey held at ALEXANDRIA Date, First Survey 7th April 1941 Last Survey 9th April 1941

87400 on the Wood, Iron or Steel SCREW M/V. "ARABANK"

TONNAGE: 7250 58 Built at BEL By whom Harland & Wolff Ltd. When 1940

GROSS 7250 58 Owners Bank Ltd. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DIL. 1800 10 Managers A. Weis & Co. Port belonging to BELEST

NET 5279 4 Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock ✓ Destined Voyage ✓

Cell DBord DBa feet; uH&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. } 100 A. 1 with freeboard 1940 contingent ALM 10.40

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

Last Report, No. 12784 Port BEL

(Periodical Surveys, when held, must be reported in detail and verbatim 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.

mage 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

Was a damage report made by anyone else? If so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR Collision damage alleged to have been sustained by collision with H. M. S. "Formidable" on the 7th April 1941. The Master stated that whilst manoeuvring in the outer Harbour of this Port on arrival a sudden squall caused the vessel to collide with H. M. S. "Formidable"

Damage found as follows with recommendations for permanent repairs:-

N° 5 shell plate, main sheer strake, Port side, (from forward) set in

above margin angle for a length of 7'5"

Margin angle in way buckled

10'0" guard rails (3 rails) badly buckled

6 guard rail stanchions in way badly buckled

35'0" guard rails (3 rails) slightly buckled

To fair in place
To fair in place
To be renewed
To remove fair & replace

SUMMARY OF DAMAGE REPAIRS:—

Renewed ...

Removed and Faired or Repaired ...

Faired or Repaired in place ...

PRESENT CONDITION OF THE

Decks ...

Caulking of Decks ...

Coamings ...

Beams & Fastenings ...

Outside Plating ...

Frames ...

Reverse Frames ...

Longitudinals ...

Transverses ...

Floors ...

Keelsons ...

Stringers ...

Inner Bottom Plating ...

Have the Tanks been examined internally? ...

Have the Tanks been tested? ...

Bulkheads ...

Ceiling ...

Cement or Asphalt ...

Rudder ...

