

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

DISCLOSED  
DAY No.

Date of writing Report 19/2/40 When handed in at Local Office 19/2/40 Port of Constantza

No. in Survey held at Constantza Date, First Survey 31/1/40 Last Survey 15/2/40 1940  
Reg. Book.

19879 on the Wood, Iron or Steel sc. m/v. ARABIA

TONNAGE: Built at Trieste By whom Cantiere San Rocco S.A. When 1926

GROSS 5943 Owners Lloyd Triestino Soc. Ann. Di. Nav. Owners' Address

UNDER DE. 539536 Managers Port belonging to Venice

NET 4499

Surveyed Afloat or in Dry Dock? S.D. Name of Dock Constantza Destined Voyage

Cell DBor DBa feet; uE&amp;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.

Report, No. 16014. Port GEN.

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be surveyed should be summarised. State clearly the cause of repairs, if any, and, in detail, the nature and examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) separated from repairs due to other causes; and besides being detailed in the body of the report, should be stated in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars clearly stated in the space provided on the back of this form. State also the dates and initials of any letters on this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose and to whom and why they were declined. *Yes - not required*

Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? *Yes Underwriters Surveyors.*

OR EXAMINATION AS PER RULE, FOR

Interim Certificate

Damage stated to have been caused by the vessel stranding at Constantza on the 11<sup>th</sup> January 1940 whilst on voyage from Sulina to Constantza.

NOW DONE: Vessel placed in dry dock. The bottom and rudder cleaned and examined. All double bottom tanks, except No 1, examined internally. All bilges examined. Steering gear (all electric) tried under working conditions and cables also tested with megger. All double bottom tanks tested, after temporary repairs to rule requirements. The temporary repairs were recommended, and effected, to enable the vessel to proceed on a loaded voyage to Naples thence in ballast to Trieste when permanent repairs will be carried out. Copy of Interim Certificate herewith. (over)

Y OF DAMAGE REPAIRS:—

	Sheel Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
newed								Trieste Surveyors advised
removed and Faird or Repaired								
aired or Repaired in place								

T CONDITION OF THE

	Bulkheads	Engine Room Skylights	Copper, or Y.M.
of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Fell.)
Fastenings	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
Plating	Rudder	Scuppers	Boats
in way of sidelights	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
Frames	Windlass	Hatches	Condition, how ascertained
dinals	Have pumps been examined and found efficient?	Planking	(State if wedges removed)
rses	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter
s	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
rs	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
Bottom Plating	Air and Sounding Pipes	Transoms, Pointers & Crutches	length mean diamr.
he Tanks been examined internally?	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	(on board)
he Tanks been tested?		Stringers, Clamps & Shelves	Rules length size
		Salting	Chain Locker
		(State if examined.)	Hawsers & Warps
			Standing and Running Rigging
			Sails

General Observations, Opinion as to Class, Recommendation, &amp;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."

This vessel is eligible, in my opinion, to remain as classed without fresh record subject to permanent repairs being done to the bottom at the end of the present voyage to Italy and thence to Trieste, or other repair port, for the permanent repairs to be effected.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) £17,000.

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £1200

Committee's Minute

Character Assigned 2

Fees applied for,

12/2/40 1940

Received by me,

12/2/40 19

Surveyor to Lloyd's Register of Shipping.

J. H. Rundle

FRI 8 MAY 1942

Delete

class

Lloyd's Register Foundation

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D Strake (continued)

M/V ARABIA

Port

Starboard

No. 14. Badly buckled - to be renewed.

Badly buckled - to be renewed.

No. 15. Buckled - to be removed, faired &amp; refitted

Buckled - to be removed, faired &amp; refitted

E Strake

No. 4. Locally indented - to be faired in place.

Locally indented - to be faired in place.

No. 5. Locally indented - to be faired in place.

Locally indented - to be faired in place.

No. 6.

No. 7. Locally indented - to be faired in place

No. 8. Fractured &amp; badly buckled - to be renewed

Locally indented - to be faired in place

No. 9. Locally indented - to be faired in place

Locally indented - to be faired in place.

No. 10. Badly buckled - to be renewed

Locally indented - to be faired in place

No. 11. Badly buckled - to be renewed

Temporary Repairs now done to bottom plating; double bottom tanks & bilges:

All fractured plates electrically welded (where gas free) or fitted with jointed bolted patches. In the case of E 8 p.s., this plate was too badly indented for the fracture to be welded and a large covering plate was electrically welded over the indent afterwards being filled with cement. Also, in the cases of the fractures in shell plates A 10 and 11, p.s., covering plates were welded over the fractures. All laps and seams in way of damaged plating caulked and broken or partly broken rivets (where not gas free) were fitted with small jointed cover patches. Other defective rivets were welded or caulked.

In Nos 4, 5, and 6 double bottom tanks channel bar stiffeners were fitted to strengthen buckled floors and intercostals. These tanks, in way of machinery, were cleaned while the remainder were not cleaned and, therefore, a thorough examination of the double bottoms was not made. Cement was placed in double bottom tanks & in cofferdams where thought necessary and all tanks found tight on testing to rule requirements.

No 2 hold port side bilge cemented at after end for 9 bays. Bilge suction pipe extended forward to end of cement and new sounding pipe fitted.

In No 3 hold port side several bays were filled to half lightning holes with cement and a connection pipe fitted through cement for bilge water. All bilges filled with water for testing and found in good order.

In No 3 hold, p.s., one length of broken bilge suction pipe, for No 2 bilge, renewed. In No 4 hold, s.s., one length bilge suction renewed and one length repaired. Defective sounding pipes to Nos 2, 3 & 5 tanks repaired. A temporary oil suction pipe fitted to No 1 d.b. tank. This tank does not usually carry oil but now contains a mixture of oil and water.

The after bulkhead of No 3 hold, at bottom, cemented where found to be leaking slightly during the stranding. ~~the~~ Close ceiling on tank tops and cargo battens renewed wherever found to be oil stained.

Sheared rivets in one engine room pillar replaced by bolts. ~~1 held and found satisfactory~~ ~~See trial afterwards~~