

COPY

LLOYD'S REGISTER OF SHIPPING

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, Fen, London

Telephone: ROYal 9166

6th February, 1959.

(S) Dear Sirs,

Motorship "OMALA"

With reference to your Rpt. No. 46436, covering the survey held in October last, I would acquaint you that the shell and deck drillings taken on that occasion have now been examined.

It has been observed that your reported original thicknesses of the deck plating do not agree with those shown in the First Entry Report, and in the circumstances the deck areas have been investigated on the basis of the following thicknesses:-

Stringer	16.5 mm (19.5 in way of No.8 tank)
C Strake	12 mm
B Strake	14 mm
A Strake	12 mm
Centre Strake	14 mm

It is recommended that the deck plates in way of tank No. 3, frames 120 - 122, the centre strake and B strake port and in way of tank No. 6, frames 77 - 78, B strake and C strake port be renewed.

Your remarks and the fact that you have recommended three plates be renewed in way of Nos. 1 and 2 cargo tanks have been noted.

The shell plating drillings as reported are in order, and it is noted that the plates in F. strake port and starboard at 147 and 148 frames are to be renewed, and this is concurred in.



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"OMALA"

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6th February, 1959.

With regard to the wasted internal structure, the recommended repairs should be dealt with by you on the occasion of the Special Survey, and for your general guidance I would state that where the thicknesses of the individual internal items are reduced by approximately 30% of the original they should be renewed.

Yours faithfully,

Assistant Clerk to the
Classification Committee.

The Surveyors,
ROTTERDAM



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