

Rpt. 8 MS

Date of writing Report 24-11-58

When handed in at Local Office

Port of ROTTERDAM

No. 46436

Survey held at Schiedam

No. of Visits 5

First Date 27-10-19 58

Last Date 29-10-19 58

# REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

73860 on the Iron or Steel M.S.

"OMALA"

Built at Monfalcone

By Whom C.R.D. Adriatico

Tons gross 6244  
Year 1938 Month 6

Owners N.V. Petroleum Mij. "La Corona"

Owners' address (If not already in R.B.)

Managers Shell Tankers N.V.

Port of Registry The Hague

Surveyed Afloat or in Drydock drydock

Name of Dock Wilton-Fyenoord floating dock

Date of last examn. in Drydock 10-58

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 12212

Port MSL

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

| SHIP'S CLASS                                    |      | Machinery       |
|---|------|-----------------|
| Date of Special and of Drydocking Surveys, etc. |      |                 |
| +100A1  |      | +L.M.C. CS 8-55 |
| Reclassified                                    | 3-47 | d 8-57          |
| Dock  | 8-57 | T.S. 8-55 C.I.  |
| S.S. Ams. (Dr.)                                 | 8,55 | Sps 8-57        |
| car, petroleum in bulk                          |      |                 |

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified ft ins

Was a damage report made by anyone else? If so, by whom?

## EXAMINATION AND REPAIRS AS PER RULE FOR ANNUAL SURVEY AND PROVISIONAL SURVEY FOR ESTIMATING COST OF REPAIRS FOR SPECIAL SURVEY (due 8-59).

Some corroded rivets of A-strake to sternframe p & s welded.  
Some corroded rivets of keelplates 2 and 3 forward welded.  
One bower anchor sent to chainworks for repairs (bent fluke) and retesting (Rpt. 8Eq.) attached hereto.

## Provisional Survey for Estimating Cost of Repairs for Special Survey

Although the ship at the coming survey is not due for the official drillings, Owners not withstanding preferred to have the ship drilled now as well. Drillings have been carried out on our indication, checked by us and reported on Rpt 8 (Dr.) attached hereto for the information of the Committee.

Further as requested joined Owners' Superintendent in the internal examination of selected cargotanks when various drillings in bulkheads and thicknesses of stringers, webs, frames, stiffeners, bottom- and deck longitudinals, and various brackets were checked. The measured thicknesses are given in tables below.

SEE CONTINUATION SHEET TWO

| SUMMARY OF DAMAGE REPAIRS      | Shell Plates | Frames | R. Frames | Floors and Bracket Floors | Inner Bottom Plates | Deck Plates | Beams | Other Items |
|--------------------------------|--------------|--------|-----------|---------------------------|---------------------|-------------|-------|-------------|
| Renewed                        |              |        |           |                           |                     |             |       |             |
| Removed and Faired or Repaired |              |        |           |                           |                     |             |       |             |
| Faired or Repaired in place    |              |        |           |                           |                     |             |       |             |

Has a Survey also been held on machinery of the Ship? yes

Is Classification Certificate required? If so, to be sent to not required

If so, is the Report sent now, or when will it be sent? sent now

Has Interim Certificate been issued? copy attached

## GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

It is submitted this ship is eligible to remain as classed with fresh record of Docking 10-58

*G. Kamps & L.O. Jonker*  
Surveyor to Lloyd's Register of Shipping  
G. Kamps & L.O. Jonker

Date of Committee

TUESDAY - 6 JAN 1959

Minute

DS 10,58

DBS 10,58

TS 10,58

Noted for Header

30m.4,57 T/Write Rot (AFTER and by Ship/123h)



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Lloyd's Register Foundation

005534-005540-0208 15

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Annual Survey and Provisional Survey for Es Cost of Repairs Survey for Es

| Items  | Now Examined<br>YES NO<br>or NONE | Tanks  | Now Examined Internally | Now Tested |
|--|-----------------------------------|--|-------------------------|------------|
| Shell plating, sternframe and rudder cleaned, examined and recoated in drydock | yes                               | F.P. Tank  | no                      | }          |
| Rudder lifted  | no                                | A.P. "   | no                      |            |
| Weather Decks, Superstructures and Casings                                     | yes                               | D.B. Tanks (indicate Oil Fuel and Cofferdams)                          | no                      |            |
| Hatchways, Covers, closing and securing appliances                             | yes                               |  |                         |            |
| Ventilator coamings, skylights, companionways and closing appliances           | yes                               | Fresh Water Tanks  | no                      |            |
| Holds  | no                                | Deep Tanks   | no                      |            |
| Tween Decks  | no                                | Oil Fuel Bunkers and Settling Tanks                                    | no                      |            |
| Fore Peak Spaces   | no                                | Side Tanks   | --                      |            |
| After " "  | no                                | Wing Tanks   | --                      |            |
| Engine Space   | no                                | Other Tanks  | --                      |            |
| Boiler " "   | no                                | Cargo Tanks (Tankers)  | selected                |            |
| Under Engines and Boilers  | no                                |  |                         |            |
| Tunnel and Well  | no                                | Cofferdams   | no                      |            |
| Coal Bunkers   | none                              | Pump Rooms   | no                      |            |
| Chain Locker   | no                                |  |                         |            |
| Other Spaces   | no                                |  |                         |            |
|  |                                   | Have Tanks now Examined been Cleaned as Necessary?                     | yes                     |            |
|  |                                   | Have Struts in Cargo Tanks (of Tankers) been removed?                  | no                      |            |
|  |                                   | Have Tanks been Retested as necessary after completion of any Repairs? | yes                     |            |

Have the spaces now surveyed been cleared and cleaned as necessary? yes  
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? no  
 Have the bilges been cleaned out and examined? no Has cement in bottom been examined? no  
 Has steelwork had rust removed and afterwards been recoated as necessary? yes  
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? no  
 Has a Load Line Survey been held? no If so, state which --  
 Have the shell and deck plating been drilled as per Rule? yes If so, Report 8(Dr) to be attached yes  
 Have any alterations to the approved scantlings and arrangements now been effected? no If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

|  |              |  |                         |  |              |
|--|--------------|--|-------------------------|--|--------------|
| Shell plating                                | good         | Ceiling and Cargo Battens                          | none                    | Sluice Valves examined and found   | none         |
| " " in way of side scuttles                  | not examined | Cement or Asphalt                                  | not examined            | Air and Sounding Pipes   | on deck good |
| Rudder and Sternframe                        | good         | Cargo and other Hatchways                          | good                    | Doubling Plates under Sounding Pipes   | not examined |
| Decks  | good         | Hatches and closing appliances                     | satisfactory            | Masts and Rigging examined and found   | good         |
| Superstructures and their closing appliances | good         | Ventilators, their coamings and closing appliances | good                    | Condition, how ascertained (State if wedges removed)   | from deck    |
| Coamings and Casings                         | good         | Companionways and Skylights                        | good                    | Chain Locker   | not examined |
| Beams and Fastenings                         | good         | Shell Openings                                     | none                    | EQUIPMENT  |              |
| Frames                                       | good         | Ash Shoots   | none                    | Equipment Letter   | a †          |
| Reverse Frames                               | not examined | Overboard Discharges and Scuppers                  | not examined            | anchors, No. of complete Condition   | good         |
| Longitudinals                                | good         | Freeing ports                                      | good                    | Cables (State if now ranged and examined)  | not ranged   |
| Transverses                                  | satisfactory | Steering Gear (Main and Auxiliary)                 | examined and found good | " length (on board) mean diam.   | --           |
| Floors                                       | not examined | Windlass examined and found                        | good                    | " Rule Length  | --           |
| Keelsons                                     | good         | Pumps " " "  | not examined            | Hawsers and Warps  | sufficient   |
| Stringers                                    | satisfactory | W.T. Doors " " "                                   | not examined            | State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach. | yes          |
| Inner Bottom Plating                         | not examined |  |                         |  |              |
| Bulkheads                                    | good         |  |                         |  |              |

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? none See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee Fl. 250,- Second Surveyor's Fee (if any) ---  
 Special Damage or Repair Fee (if any) --- Date when A/c. Rendered 1 DEC 1958  
 Travelling Expenses (if chargeable) 10 10-

Rpt. 9a

Port of ROTTERDAM

Continuation of Report No.

46436 dated

24th November, 1958 on the

m.s. "OMALA"

|                              | Centre 1  | Centre 4  | Centre 8  |           |
|------------------------------|-----------|-----------|-----------|-----------|
| <u>Long. Bulkhead p.s.</u>   |           |           |           |           |
| top                          | 9.2- 9.8  | 10.1-11.0 | 8.7-10.0  |           |
| Bottom                       | 10.5-10.8 | 10.5-11.2 | 9.8-11.0  |           |
| <u>Long. Bulkhead s.s.</u>   |           |           |           |           |
| top                          | 8.9-9.3   | 10.4-10.5 | 9.2- 9.5  |           |
| Bottom                       | 10.2-11.5 | 10.8-11.0 | 9.9-10.2  |           |
| <u>Forward Bulkhead</u>      |           |           |           |           |
| top                          | 8.9-10.8  | 9.5-10.5  | 8.5- 9.0  |           |
|                              | 9.5-10.0  |           | 9.5- 9.8  |           |
|                              | 9.3-10.0  | 10.0-10.5 | 8.9- 9.3  |           |
| Bottom                       | 12.5-13   | 11.5      | 10.8      |           |
| Stiffeners                   | 10.2-12.8 | 9.2-10.0  | 9.6- 9.8  |           |
| Centre web                   |           |           | 9.5       |           |
| Stringer upper               | 9.8       | 8.8       | 7.5       |           |
| Stringer lower               | 9.5       | 8.5       | 8.0       |           |
| <u>Aft Bulkhead</u>          |           |           |           |           |
| top                          | 8.0- 9.6  | 9.2-10    | 9.5- 9.8  |           |
|                              | 10.0-10.5 |           |           |           |
|                              | 8.8- 9.7  | 9.0       | 9.5- 9.7  |           |
| Bottom                       | 10.5-10.7 | 10.7-10.8 | 11.3-11.7 |           |
| Stiffeners                   | 12.5-13.0 | none      | 9.3- 9.8  |           |
| Centre web                   |           |           | 9.4- 9.7  |           |
| upperstringer                | 5.5       | none      | 7.5       |           |
| lowerstringer                | 7.5       | none      | 8.5       |           |
| <u>Bottom</u>                |           |           |           |           |
| Longitudinals                | 17.0      | 17.0      | 17.0      |           |
| Transverses                  | 11.0-11.3 | 9.3-11.0  | 8.7- 8.9  |           |
| Transverses topbrackets      | 9.5-11.4  | 9.5-10.0  | 8.8- 9.7  |           |
| Docking Brackets             | 10.0-11.5 | 8.3       | 8.2- 8.8  |           |
| <u>Deck</u>                  |           |           |           |           |
| Beams                        | 8.3-12.5  | 11.0-11.5 | 9.2-10    |           |
| endbrackets                  | 5.5- 8.0  | --        | 8.0- 8.5  |           |
| Decktransverses              | 6.0- 9.0  | 8.5- 9.8  | 7.5- 9.5  |           |
| Centreline girder            | 8.2- 9.3  | 8.7- 9.8  | 9.2- 9.8  |           |
|                              | 2 P.S.    | 3 S.S.    | 5 P.B.    | 6 S.S.    |
| <u>Longitudinal Bulkhead</u> |           |           |           |           |
| top                          | 9.8-10.0  | 9.5-10.5  | 9.5-10.0  | 10.3-11.5 |
|                              | 10.3      | 9.8-10.5  | 9.5-10.0  | 9.8-11.0  |
| Bottom                       | 9.2- 9.8  | 10.0-11.5 | 9.2-10.5  | 10.3-11.1 |
| Stiffeners                   | 9.8-10.0  | 8.7- 9.8  | 9.3-10.0  | 9.2-11.0  |
| Upperstringer                | 6.5       | 7.2       | 5.5       | 9.5-10.0  |
| Lowerstringer                | 6.5       | 7.7       | 6.0       | 9.2- 9.5  |
| Shellside frames             | 8.3- 9.5  | 8.3- 9.5  | 9.3- 9.5  | 10.6-11.4 |
| Upperstringer                | 5.8       | 7.8       | 5.0- 6.7  | 9.0- 9.3  |

| m.s. "OMALA"            |           |           |           |           |
|-------------------------|-----------|-----------|-----------|-----------|
| Lower stringer          | 6.5       | 7.8       | 7.3       | 10.5      |
| <u>Forward bulkhead</u> |           |           |           |           |
| top                     | 8.4       | 9.8-10.0  | 9.7-10.3  | 10.8-11.0 |
|                         | 8.8-9.0   | 9.3-10.0  | 9.5       | 10.2-11.0 |
|                         | 8.8-9.2   | 9.8       | 9.0-10.5  | 10.5-11.2 |
| Bottom                  | 10.1-10.3 | 10.5-10.8 | 11.0-11.5 | 13.3      |
| Stiffeners              | --        | 10.7-11.5 | 8.7-9.3   | 9.6-13.0  |
| Upper stringer          | --        | 8.3       | 7.0       | 7.5       |
| Lower stringer          | --        | 7.8       | 6.8       | 10.8      |
| <u>Aft Bulkhead</u>     |           |           |           |           |
| top                     | 9.8       | 10.8      | 10.3-10.5 | 10.5      |
|                         | 9.8-10.3  | 10.7      | 9.7-10.0  | 10.8-11.2 |
|                         | 9.7       | --        | 9.8-10.5  | 10.0-10.5 |
| Bottom                  | 10.8      | 10.5      | 11.3-11.5 | 11.7      |
| Stiffeners              | --        | 8.8-9.8   | 9.2-9.5   | 12.0-12.5 |
| Upperstringer           | --        | 7.8       | 6.5       | 10.0      |
| Lowerstringer           | --        | 8.2       | 5.8       | 10.0      |
| Bottom Longitudinals    | 15.7      | 17.0      | 17.0      | 17.0      |
| Transverses             | 7.6-9.0   | 8.7-9.0   | 8.5-9.0   | 9.2-11.6  |
| Deck long. beams        | 10.0-11.0 | 10.0-11.5 | 9.0-9.3   | 10.7-11.6 |
| Transverses             | 7.5-8.5   | 8.5-9.8   | 7.5-8.5   | 11.5-11.8 |
| Hatch coaming           | 7.5       | 7.5       | 6.5       | --        |
| Cover                   | 9         | 8.5       | 8.9       | --        |

At the hand of the above examination, Owners have prepared a preliminary specification for the coming Special Survey in which, except items mentioned on drilling sheet, about 35% of the cargotank stringers, a number of deckwebs and a number of hatchways have been noted for renewal.

*G. Kamps & L.O. Jonker*  
G. Kamps & L.O. Jonker

SHIP'S NAME m.s. "OMALA"

DATE OF DRILLING 10-58

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

The thicknesses are in millimetres.

Drillings to be made in accordance with rules.

| STRAKE              | POSITION | Letter | MIDSHIPS           |                       |      |                   | FORWARD |                    |                       |  | AFT               |  |                    |                       | REMARKS |
|---------------------|----------|--------|--------------------|-----------------------|------|-------------------|---------|--------------------|-----------------------|--|-------------------|--|--------------------|-----------------------|---------|
|                     |          |        | Original Thickness | Thickness by Drilling |      | Diminution if any |         | Original Thickness | Thickness by Drilling |  | Diminution if any |  | Original Thickness | Thickness by Drilling |         |
| Bridge Sheerstrake  |          |        |                    |                       |      |                   |         |                    |                       |  |                   |  |                    |                       |         |
| Bridge Strake below |          |        |                    |                       |      |                   |         |                    |                       |  |                   |  |                    |                       |         |
| Sheerstrake         |          | H      | 23.5               | 21.9                  | 22.3 |                   |         |                    |                       |  |                   |  |                    |                       |         |
| 1st Strake below    |          | G      | 18.0               | 16.9                  | 16.4 |                   |         |                    |                       |  |                   |  |                    |                       |         |
| 2nd "               |          | F      | 15.0               | 14.0                  | 13.8 |                   |         |                    |                       |  |                   |  |                    |                       |         |
| 3rd "               |          | E      | 15.0               | 15.0                  | 13.7 |                   |         |                    |                       |  |                   |  |                    |                       |         |
| 4th "               |          | D      | 16.0               | 14.3                  | 14.9 |                   |         |                    |                       |  |                   |  |                    |                       |         |
| 5th "               |          | C      | 16.0               | 15.9                  | 14.0 |                   |         |                    |                       |  |                   |  |                    |                       |         |
| 6th "               |          | B      | 16.0               | 15.8                  | 14.9 |                   |         |                    |                       |  |                   |  |                    |                       |         |
| 7th "               |          | * A    | --                 | --                    | --   |                   |         |                    |                       |  |                   |  |                    |                       |         |
| 8th "               |          | * Keel | --                 | --                    | --   |                   |         |                    |                       |  |                   |  |                    |                       |         |
| 9th "               |          |        |                    |                       |      |                   |         |                    |                       |  |                   |  |                    |                       |         |
| 10th "              |          |        |                    |                       |      |                   |         |                    |                       |  |                   |  |                    |                       |         |
| 11th "              |          |        |                    |                       |      |                   |         |                    |                       |  |                   |  |                    |                       |         |
| 12th "              |          |        |                    |                       |      |                   |         |                    |                       |  |                   |  |                    |                       |         |

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS IN OIL TANKERS—IF DRILLED

\* Keel and A strake plates renewed at previous survey.

\* By Owners noted for renewal. Adjacent plates in same strake also drill tested and found good

| STRAKE              | POSITION | Letter | FORWARD TANK 47/48 |                       |      |                   | AFTER TANK 44/45 |                    |                       |  | REMARKS |                   |
|---------------------|----------|--------|--------------------|-----------------------|------|-------------------|------------------|--------------------|-----------------------|--|---------|-------------------|
|                     |          |        | Original Thickness | Thickness by Drilling |      | Diminution if any |                  | Original Thickness | Thickness by Drilling |  |         | Diminution if any |
| Bridge Sheerstrake  |          |        |                    |                       |      |                   |                  |                    |                       |  |         |                   |
| Bridge Strake below |          |        |                    |                       |      |                   |                  |                    |                       |  |         |                   |
| Sheerstrake         |          | H      | 15.5               | 15.5                  | 15.5 | 26.0              | 26.0             | 26.0               |                       |  |         |                   |
| 1st Strake below    |          | G      | 14.0               | 13.2                  | 13.4 | 16.0              | 13.0             | 14.2               |                       |  |         |                   |
| 2nd "               |          | F      | 14.0               | 10.0                  | 9.4  | 15.0              | 13.8             | 13.7               |                       |  |         |                   |
| 3rd "               |          | E      | 14.0               | 12.0                  | 11.0 | 15.0              | 15.0             | 14.0               |                       |  |         |                   |
| 4th "               |          | D      | DROP               |                       |      | 16.0              | 14.4             | 14.4               |                       |  |         |                   |
| 5th "               |          | C      | 17.5               | 16.2                  | 15.9 | 15.0              | 14.9             | 13.9               |                       |  |         |                   |
| 6th "               |          | B      | 17.5               | 15.2                  | 15.1 | 16.0              | 14.8             | 15.6               |                       |  |         |                   |
| 7th "               |          |        |                    |                       |      |                   |                  |                    |                       |  |         |                   |
| 8th "               |          |        |                    |                       |      |                   |                  |                    |                       |  |         |                   |
| 9th "               |          |        |                    |                       |      |                   |                  |                    |                       |  |         |                   |
| 10th "              |          |        |                    |                       |      |                   |                  |                    |                       |  |         |                   |
| 11th "              |          |        |                    |                       |      |                   |                  |                    |                       |  |         |                   |
| 12th "              |          |        |                    |                       |      |                   |                  |                    |                       |  |         |                   |

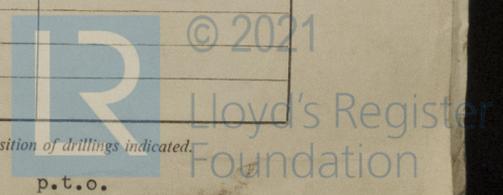
*C. J. ...*  
Surveyor to Lloyd's Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

| STRAKE             | POSITION | Letter | tank 3 FORWARD 120/122 |                       |      |                   | tank 8 AFT frame |                    |                       |      | tank 6 Midsh. frame 77/78 |  |      |       | REMARKS |
|--------------------|----------|--------|------------------------|-----------------------|------|-------------------|------------------|--------------------|-----------------------|------|---------------------------|--|------|-------|---------|
|                    |          |        | Original Thickness     | Thickness by Drilling |      | Diminution if any |                  | Original Thickness | Thickness by Drilling |      | Diminution if any         |  | Orig | dril. |         |
| Stringer Plate     |          | D      | 16.5                   | 12.8                  | 13.9 | 17.5              | 16.6             | 17.0               | 16.5                  | 13.9 | 13.1                      |  |      |       |         |
| 1st Strake Inboard |          | C      | 12.0                   | 12.0                  | 9.9  | 12.0              | 11.4             | 9.5                | 12.0                  | 8.3  | 11.8                      |  |      |       |         |
| 2nd "              |          | B      | 14.0                   | 9.6                   | 11.8 | 14.0              | 11.8             | 11.5               | 14.0                  | 9.8  | 10.2                      |  |      |       |         |
| 3rd "              |          | A      | 12.0                   | 10.0                  | 10.5 | 12.0              | 10.5             | 11.1               | 12.0                  | 11.9 | 12.3                      |  |      |       |         |
| 4th "              | Centre   |        | 14.0                   | 0.4                   |      | 14.0              | 12               |                    | 14.0                  | 11.9 |                           |  |      |       |         |
| 5th "              |          |        |                        |                       |      |                   |                  |                    |                       |      |                           |  |      |       |         |
| 6th "              |          |        |                        |                       |      |                   |                  |                    |                       |      |                           |  |      |       |         |

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.



Remark

On the foredeck in way of Nos. 1 and 2 cargotanks a number of plates have been renewed at the previous survey. Plates not renewed, on that occasion have been drilltested. Of these plates 3 have been recommended for renewal, while remainder all were found satisfactory.

Rpt. 9 JWK.

Date of writing report 7-11-1958.

RECEIVED - 8 DEC 1958

Received London of R.O.T.T.E.R.D.A.M No.

46436

First date 27-10-1958. Last date 4-11-1958.

REPORT COPY

ROTTERDAM REPORT No: 46436

OF MACHINERY

LLOYD'S REGISTER OF SHIPPING

BELONGS TO ROTTERDAM REPORT No: 46436

LLOYD'S REGISTER OF SHIPPING

244 Date of build 1918-6  
 Port of Registry The Hague  
 g. Workspoor 4 S.A. M.N. 560  
 per Register Book

Machinery  
 + LMC CS 8-55

The Surveyors are requested not to write in the space above

(EQUIPMENT)

To be securely attached to

NAME m.s. "OMALA"

REPORT

No. 46436

When Anchors or Cables are supplied or retested, the particulars are to be reported in the following form:

ANCHORS

| No of<br>date | Anchors                     | Weight<br>Ex Stock |                   |      | Weight<br>of Stock |                   |      | Test<br>per Certificate |                    |                   | Weight Required<br>by Rule |                    |                   | Description of Anchor | Makers | Where and when tested and<br>Superintendent |
|---------------|-----------------------------|--------------------|-------------------|------|--------------------|-------------------|------|-------------------------|--------------------|-------------------|----------------------------|--------------------|-------------------|-----------------------|--------|---|
|               |                             | Cwts.<br>or Kilogs | qrs.<br>or Kilogs | lbs. | Cwts.<br>or Kilogs | qrs.<br>or Kilogs | lbs. | Tons                    | Cwts.<br>or Kilogs | qrs.<br>or Kilogs | lbs.                       | Cwts.<br>or Kilogs | qrs.<br>or Kilogs |                       |        |   |
| No 36         | bow                         | 61                 | 3                 | 27   |                    |                   |      | 49.50 tons              |                    |                   |                            |                    |                   | Stockless             |        | A.K.S. 30-11-58<br>M. Boudesteyn            |
|               | Collective Weight<br>Stream |                    |                   |      |                    |                   |      |                         |                    |                   |                            |                    |                   |                       |        |   |

CHAIN CABLES

| No of<br>date | Length and<br>size supplied    |                          | Test per<br>Certificate        |                               | Weight of Chain<br>Cable |                   |      |                    |                   |      | Length and size<br>per rule    |                          | Description | Makers of Cable | Where and when tested and<br>Superintendent |
|---------------|--------------------------------|--------------------------|--------------------------------|-------------------------------|--------------------------|-------------------|------|--------------------|-------------------|------|--------------------------------|--------------------------|-------------|-----------------|---|
|               | Length<br>Fathoms<br>or Metres | Diam.<br>Ins.<br>or M/ms | Statutory<br>Tons<br>or Kilogs | Breaking<br>Tons<br>or Kilogs | Supplied                 |                   |      | Rule               |                   |      | Length<br>Fathoms<br>or Metres | Diam.<br>Ins.<br>or M/ms |             |                 |   |
|               |                                |                          |                                |                               | Cwts.<br>or Kilogs       | qrs.<br>or Kilogs | lbs. | Cwts.<br>or Kilogs | qrs.<br>or Kilogs | lbs. |                                |                          |             |                 |   |
|               |                                |                          |                                |                               |                          |                   |      |                    |                   |      |                                |                          |             |                 |   |

G. Kamps  
 Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Have test certificates of new equipment (if now supplied) been checked and endorsed?

and U.S. (with date), when the survey has been completed in the S.R.L. Appendix that the spare tailshaft has to be re-examined after 12 months service if and when fitted.

Date of Committee WEDNESDAY - 6 JAN 1959

Decision DBS 10.58

40m, 4.57. T. (MADE AND PRINTED IN ENGLAND)

Noted for Header

W. Boone, Engineer Surveyor to Lloyd's Register of Shipping

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