

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

Received London

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 &amp; C of the Rules.)

No. in R.B.

73860

on the Iron or Steel M.S.

" O M A L A "

Built at Monfalcone

By Whom C.R.D. Adriatico

Tons gross 6244

Year Month

When 1938 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)

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

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.L.
S.S. Ams. (Dr.)	8,55	Sps 8-57
car, petroleum in bulk		

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 &amp; 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

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

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

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/Vente Rot  
(AFTER and by Ship/123h)

00534-00540-0208 15

© 2021

Lloyd's Register  
Foundation



TABLE 1

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

Items	Now Examined YES NO 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	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? yesHave the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? noHave the bilges been cleaned out and examined? no Has cement in bottom been examined? noHas steelwork had rust removed and afterwards been recoated as necessary? yesWere inspection plugs or any insulation removed in insulated spaces for examination of steelwork? noHas a Load Line Survey been held? no If so, state whichHave the shell and deck plating been drilled as per Rule? yes If so, Report 8(Dr) to be attached yesHave 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 &amp; 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	good	Condition, how ascertained	from deck
Coamings and Casings	good	and closing appliances	good	(State if wedges removed)	
Beams and Fastenings	good	Companionways and Skylights	good	Chain Locker	not examined
Frames	good	Shell Openings	none	EQUIPMENT	
Reverse Frames	not examined	Ash Shoots	none	Equipment Letter	a +
Longitudinals	good	Overboard Discharges and Scuppers	not examined	Anchors, No. of complete Condition	good
Transverses	satisfactory	Freeing ports	good	Cables (State if now ranged and examined)	not ranged
Floors	not examined	Steering Gear (Main and Auxiliary)	good	" length (on board)	mean diam.
Keelsons	good	examined and found	good	" Rule Length	Size
Stringers	satisfactory	Windlass examined and found	good	Hawsers and Warps	sufficient
Inner Bottom Plating	not examined	Pumps	not examined	State if any Anchors or Chain Cable have	
Bulkheads	good	W.T. Doors	not examined	now been supplied or retested, if so,	yes
				complete Report 8(Eq) and attach.	

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

Travelling Expenses (if chargeable) 11 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.
<u>Longitudinal Bulkhead</u>			
top	9.8-10.0	9.5-10.5	9.5-10.0
	10.3	9.8-10.5	9.5-10.0
Bottom	9.2- 9.8	10.0-11.5	9.2-10.5
Stiffeners	9.8-10.0	8.7- 9.8	9.3-10.0
Upperstringer	6.5	7.2	5.5
Lowerstringer	6.5	7.7	6.0
Shellside frames	8.3- 9.5	8.3- 9.5	9.3- 9.5
Upperstringer	5.8	7.8	5.0- 6.7



Rpt. 9a

Port of ROTTERDAM

Continuation of Report No. 46430 (dated 24th November, 1958)

on the

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
Upper stringer	--	7.8	6.5	10.0
Lower stringer	--	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 55% 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



© 2021

Lloyd's Register  
Foundation



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 ~~mm~~ mm.

Drillings to be made in accordance with rules.

STRAKE		Frame 82/83						FORWARD						AFT						REMARKS
POSITION	Letter	Original Thickness	Thickness by Drilling	Port	Stbd.	Port	Stbd.	Original Thickness	Thickness by Drilling	Port	Stbd.	Port	Stbd.	Original Thickness	Thickness by Drilling	Port	Stbd.	Port	Stbd.	
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		FORWARD TANK 47/48						AFTER TANK 44/45						REMARKS
POSITION	Letter	Original Thickness	Thickness by Drilling	Port	Stbd.	Port	Stbd.	Original Thickness	Thickness by Drilling	Port	Stbd.	Port	Stbd.	
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 " "														

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

STATE EXACT FRAME STATIONS OF DRILLINGS																				
STRAKE		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	drill.	Dim.						
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.									
Stringer Plate ...	D.	16.5	15.8	12.8	13.9		17.5	17.5	16.6	17.0		16.5	P.	S.						
1st Strake Inboard	C.		12.0	12.0	9.9		12.0	11.4	9.5			15.8	13.9	13.1						
2nd " "	B.	14.0	13.3	9.6	11.8		14.0	13.3	11.8	11.5		14.0	(8.3)	11.8						
3rd " "	A.		12.0	10.0	10.5		12.0	10.5	11.1			13.3	(9.8)	10.2						
4th " "	Centre	14.0	13.3	10.4			14.0	13.3	12			12.0	11.9	12.3						
5th " "	"											13.3	11.9							
6th " "	"																			

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



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.

Date of writing report.....7-11-1958.

Received London..... of R O T T E R D A M No.....  
No. of visits 5 First date 27-10-1958. Last date 4-11-1958.

COPY

ROTTERDAM REPORT No: 46436

# OF MACHINERY

**COPY**

**LLOYD'S REGISTER OF SHIPPING**

244..... Date of build. 1918-6  
ort of Registry The Hague  
g. Werkspoor 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*

### 1) (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

[illegible]

## CHAIN CABLES

[illegible]

*Surveyor to Lloyd's Register of Shipping*

G. Kamps

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, an entry shall be made 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.

### Decision

40m,4,57. T. (MADE AND PRINTED IN ENGLAND.

Noted  
for  
Header

*Engineer Surveyor to Lloyd's Register of Shipping*

W. Boone

Lloyd's Register  
Foundation

003534-003540-02161