

Rpt. 9

JWK.

RECEIVED - 8 DEC 1958

46436

Date of writing report 7-11-1958.

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

Survey held at Schiedam

No. of visits 5

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

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 73860 Name M.V. "OMALA" Gross tons 6244 Date of build 1918-6
Owners N.V. Petroleum Mij. "La Corona" Managers Shell Tankers Port of Registry The Hague
Engines made 1938 By C.R.D. Adriatico Type Oil Eng. Werkspoor 4 S.A. M.N. 560

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers -- W.P. --
No. of Donkey Boilers 1 W.P. 180 lbs.
Surveyed Afloat or in Dry Dock in drydock
Nature of Survey C.S., T.S., D.B.S., & REPAIRS
Was Damage Report issued? no Int. Cert.? attached
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Table with 2 columns: Hull and Machinery. Hull entries include +100A1, Reclassed 3-47, Dock 8-57, SS. Ams. (Dr.) 8-55. Machinery entries include + LMC CS 8-55, d 8-57, TS 8-55 CL, Sps 8-57. Bottom entry: Carrying Petroleum in bulk.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

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

DOCKING Propellers good Wear Down of Stern Bushes fit Oil Glands -- Sea Connections --
Fastenings good Has Screwshaft been drawn? yes, good Date of Examination 28-10-58 Has Shaft been changed? no
Has Shaft now fitted been previously used? -- Has Shaft now examined/fitted a continuous liner? yes, good Approved oil gland? --

MAIN ENGINES (Recip. Steam or I.C.) FORD STARBOARD
1 Cyls., Covers, Pistons & Rods Nos. 1, 2, 4 and 6, good
2 Valves & Gears all
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings

MAIN ENGINE DRIVEN SCAVENGE PUMPS
10 Coolers & Safety Devices
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

SCAVENGE BLOWERS
16 SUPERCHARGERS all (under pistons), good

MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS good
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS Lub. oil and sanitary, good
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of T.S. 10-58 C.L., D.B.S. 10-58 and C.S. (with date), when the survey has been completed, with the notation 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 TUESDAY - 6 JAN 1959
Decision D.B.S. 10.58

Noted for Header

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If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position) Stand-by steam driven piston coolingwater pump, F.O. transferpump, Diesel oil transferpump in Engine Room, good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices Fwd. steam driven complete with engine, good

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass good 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN ~~AUXILIARY~~ DONKEY or PRESS In- and externally
28-10-58, good

Superheaters good

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to { Sat. 180 p.s.i., good
Spt. --

Boiler Securing Arrangements good

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes, good Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxillary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Repairs due to wear and tear:- Main engine:- Nos. 1, 2, 4 and 6 cylinder liners found worn out, now replaced by new tested liners. No. 2 cylinder cover found cracked in way of the exhaust valve pocket, now replaced by a new tested cover.

Found the tailshaft liner badly rough, now machined over the full length and lignum vitae of inner- and outer bush renewed.

Windlass, new gypsies with their shafts have now been fitted, while the crankshaft bearings of same have been renewed.

Note for the S.R.L. Appendix:- Upon Owners' request with a view to possible fitting now examined the spare tailshaft with the magnetic crack detector and found small surface cracks at top of the keyway and at top of the conical end on the driving side, now ground out and found efficient for the moment, but to be re-examined after 12 months service if and when fitted.

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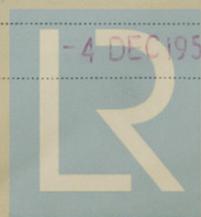
Survey fees ... Fl. 295.-

Repair Fee " 75.-

Damage fee ...

Expenses... " 15.-

Date when A/c rendered



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