

21. FEB. 1968

Ship's Name ~~SS/MS~~ "TOMAR" Port Melbourne
Processing Number: LR 536414 Gross tons 6410 Rpt. No. 24961
Port of Registry Tonsberg Date of build 1948-10 Is there a Rpt. 9?
No. of visits 8 First date 10-1-68 Last date 22-1-68
Cert. B issued & copy herewith? yes Damage rpt. issued & copy herewith? yes Last rpt. (H.Q. only) MEL. 24958
Date of completing rpt. 335.00
Safcon Cert. (ST) issued & copy herewith? no 350.00
Has a Load Line Survey been held? no
Surveyed at, if different from Port above
If surveyed in D.D. last date of examination
Summer freeboard as verified

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig)

Towage Cert. \$35. 00

Survey fees

Damage fee

Expenses

\$4. 00

Repairs. \$60.00

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for Damage. Temporary repairs and Towage. Damage stated to have been sustained as the result of fire in engine room No.3 and 4 tween decks and No.4 lower hold, on 6th January, 1968 whilst on voyage from Adelaide to Melbourne.

(See Damage Report No. 7158.)

Now Done for Temporary Repairs:-

Seams of shell plates I 9 and 10 and L 9 and 11 (1p) caulked and seal welded, defective rivets in way overhauled.

Fractures in main deck girder in way ER casing (p) cut out and welded. Flatbar rider plates fitted to bottom flange of girder in way of fractures.

Fracture in main deck girder attachment to bulkhead (fr.65) (p) in No.4 hold and in ER cut out and rewelded.

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with/without fresh record of dry docking. ships class be temporarily suspended during towage from Melbourne to Sydney and that sufficient tugs be in attendance whilst in confined waters.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

L. Webb (L.C. WEBB)
Surveyor to Lloyd's Register of Shipping

Date of Committee

WEDNESDAY 13 MAR 1968

Minute

Deferred. await further information
& wreck Report.

With L.R. check. Towage Cert. at 4/2

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

FOR CHAIRMAN
CLASSN. CTTEE

004684-004692-0079 1/2

	†Condition		†Condition
Shell plating		*Hatchways	GOOD
Sternframe		*Ventilators & air pipes	GOOD
Rudder		*Casings	GOOD
Was rudder lifted?		*Fiddle openings	-
Plating, etc. In way of shell openings		*Skylights	GOOD
F.P. spaces		*Flush deck scuttles	-
Chain locker		*Deckhouses & companionways	GOOD
A.P. spaces		*Superstructures	GOOD
Engine space		*Side, bow & sterndoor	-
Boiler space		*Side scuttles & deadlights	GOOD
Under E. & B.		*Ash shoots, etc.	
Coal bunker		Scuppers, discharges & valves	GOOD
Tunnel & well		Guard rails & bulwarks	GOOD
Duct keel		Freeing ports	GOOD
Cement, asphalt, etc., on btm. shell		Gangways & lifelines	
Weather decks	GOOD	Fittings & appliances for timber deck cargoes	
Sounding pipes with doublers under		Means of escape:	GOOD
Windlass	GOOD	(a) machinery spaces	GOOD
Masts & standing rigging		(b) crew and passenger spaces	GOOD
Hand pumps & suction		(c) spaces in which crew normally employed	GOOD
W.T. doors	GOOD	Communications between:	
Fire equipment	GOOD	(a) bridge & eng. room	
		(b) bridge and alternative steering position	
		Steering control systems (main and alternative)	
Other items:		Helm indicator	
		Protection of aft steering wheel & gear	
		Steering arrangements (main)	
		" " (aux.)	

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

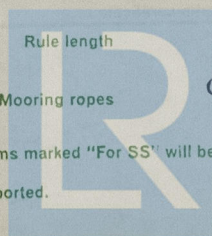
At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

EQUIPMENT:

Equipment letter	e + 1 ¹³ / ₁₆ " SQ	State if ranged	No.
Fee ltr., if diff. from eqpt. ltr.		Length on board	Stated complete.
Anchors: No. on board	3	Mean dias. range from	to
		Rule length	© 2020
		Mooring ropes	GOOD.

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.



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GOOD.

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Rpt. 8 (cont.)

Ship's Name ~~SS~~/MS "TOMAR"

Port Melbourne.

Rpt. No.

24961

Holes in weather deck plating cut for fire fighting purposes now made circular and doubling plate fitted and welded all round.

Buckled port side engine room door with frame, removed faired and refitted.

Burnt hatch covers and damaged tarpaulins at No.3 and 4 hatches renewed.

All temporary repairs examined on completion and shell plates hose tested and found satisfactory.

Now Done for Towage:-

Weather decks, structure, bulkheads, casings, companion ways, coamings, hatches, ventilators and airpipes with their closing appliances, windlass and equipment generally examined and found satisfactory.

Fire fighting equipment examined deficiencies made good and found satisfactory.

Emergency lighting and lifeboats examined and found satisfactory.

L. C. Webb
(L.C.WEBB)

SURVEYOR TO LLOYD'S REGISTER.



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