

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS  
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

REC'D NEW YORK FEB 15 1967  
Received London 27. FEB. 1967

|   |            |  |                |
|---|------------|--|----------------|
| Ship's Name                               | MS TOMAR   | Port   | NEW YORK       |
| Processing Number: LR                     | 536414     | Gross tons                                   | 6410           |
| Port of Registry                          | Tonsberg   | Date of build                                | 10-48          |
| No. of visits                             | 2          | First date                                   | Nov. 28        |
| Cert. B issued & copy herewith?           | Yes        | Damage rpt. issued & copy herewith?          | No             |
| Date of completing rpt.                   | Dec. 2nd   | Last date                                    | Nov. 29th 1966 |
| Safcon Cert. (ST) issued & copy herewith? | See report | Last rpt. (H.Q. only)                        | NYK. (65487)   |
| Has a Load Line Survey been held?         | No         | Is there a Rpt. 9?                           | Yes            |
|   |            | 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)

|             |                    |            |  |          |          |
|-------------|--------------------|------------|--|----------|----------|
| Survey fees | Charged seperately | Damage fee |  | Expenses |          |
|             |                    |            |  |          | S.A. fee |

SEE  
SUBSEQUENT  
REPORT

0129 1/2

I have surveyed the above-named ship in accordance with the Rules for Safety Construction Certificate

SAFETY CONSTRUCTION CERTIFICATE SURVEY now carried out at the request of the Owner's Representative and the Norwegian Consul at this port. Norwegian Form L-2 issued - copy attached.

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.

subject to any outstanding condition of class being dealt with as previously recommended.

J.A.C. Graham

J.A.C. Graham

Surveyor to Lloyd's Register of Shipping

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

Date of Committee

NEW YORK FEB 21 1967

Minute As how.

Note RB TS (3)

|                             |
|-----------------------------|
| NYK 4/1                     |
| ALSO FOR                    |
| SPL FOR                     |
| TRO                         |
| SRL C.S.S. RECORDED POSTING |
| HEADER                      |
| CERT                        |

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

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

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

†Condition

†Condition

|  |           |   |      |
|--|-----------|---|------|
| Shell plating                          |           | *Hatchways                                      |      |
| Sternframe                             |           | *Ventilators & air pipes                        |      |
| Rudder                                 |           | *Casings  |      |
| Was rudder lifted?                     |           | *Fiddley openings                               |      |
| Plating, etc. in way of shell openings |           | *Skylights                                      |      |
| F.P. spaces                            |           | *Flush deck scuttles                            |      |
| Chain locker                           |           | *Deckhouses & companionways                     |      |
| A.P. spaces                            |           | *Superstructures                                |      |
| Engine space                           |           | *Side, bow & sterndoors                         |      |
| Boller space                           |           | *Side scuttles & deadlights                     |      |
| Under E. & B.                          |           | *Ash shoots, etc.                               |      |
| Coal bunker                            |           | Scuppers, discharges & valves                   |      |
| Tunnel & well                          |           | Guard rails & bulwarks                          |      |
| Duct keel                              |           | Freeing ports                                   |      |
| Cement, asphalt, etc., on btm. shell   |           | Gangways & lifelines                            |      |
| Weather decks                          |           | Fittings & appliances for timber deck cargoes   |      |
| Sounding pipes with doublers under     |           | Means of escape:                                |      |
| Windlass                               |           | (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                             |           | Communications between:                         |      |
| Fire equipment                         | see below | (a) bridge & eng. room                          | Good |
|  |           | (b) bridge and alternative steering position    | Good |
|  |           | Steering control systems (main and alternative) | Good |
| Other items:                           |           | Helm indicator                                  | Good |
|  |           | Protection of aft steering wheel & gear         | Good |
|  |           | 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:—

Safety Equipment Certificate issued by Norwegian Authorities at Oslo Nov. 2nd 1965 valid to October 6th 1967.

EQUIPMENT:

|                                    |          |                       |
|------------------------------------|----------|-----------------------|
| Equipment letter                   | } Cables | State if ranged       |
| Fee ltr., if diff. from eqpt. ltr. |          | Length on board       |
| Anchors: No. on board              |          | Mean dias. range from |
|                                    |          | Rule length           |
|                                    |          | Mooring ropes         |

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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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