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cc London

THE MARITIME DIRECTORATE

Norway.

Form No. L2

Report to the Maritime Directorate concerning the Survey of Cargo Ships for the issue of a Cargo Ship Safety Construction Certificate

This form is for use by classification societies for surveys of new and existing ships which hold certificates for voyages longer than short coastal voyages. Where not otherwise stated, questions must be answered in full. Questions marked * apply only to new ships, ships purchased from abroad, and to ships which have undergone alterations since they were last surveyed.

Name of Ship: M.V. "TOMAR"		Type:1) CARGO	Port of Registry: TONSBERG	
Distinctive Number or letters: L N M U	Gross tonnage: 6410.13	Net tonnage: 3869.45	Overall Length: 491'-1"	Material: STEEL
Where built: MONFALCONE in year: 1948		Name and Address of Owner and Manager: WILH WILHELMSEN, Oslo, Norway		
Survey has been carried out by the undersigned in conformity with § 41 a of the Seaworthiness Act and appurtenant regulations ²⁾ as requested in writing ^{locally} by: NORWEGIAN CONSUL AT NEW YORK				
Ship surveyed while lying in: NEW YORK		Surveyed on following days: NOVEMBER 28 th & 29 th 1966		
Re-survey on:	Ship is/ is not classified with this society: LLOYDS REGISTER OF SHIPPING		Ships holds trade certificate valid until: DECEMBER 1966	

1) State whether cargo ship (tanker), tug, etc.

2) Kf. = Regulations of March 22nd 1965 concerning the survey etc. of ships for Cargo Ship Safety Construction Certificate.

Ff. = Regulations of October 10th 1952 for the survey etc. of ships for Trade Certificate and Cargo Ship Safety Equipment Certificate.

Brf. = Regulations of October 20th 1964 concerning fire precautions on cargo ships.

3) Delete as required.

«Approved» means approved by the Maritime Directorate.



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Emergency Source of Electrical Power. (Kf. § 4.)

(These questions need only be answered when so requested by the Maritime Directorate or the Norwegian Consulate.)

1. a. Is there a self-contained emergency source of power located above the uppermost continuous deck and outside machinery casings?

b.* Is the location of the emergency source of power in conformity with approved drawings or equivalent?
2. Is the power available sufficient to supply simultaneously:
 - a. emergency lighting at every boat station on deck and oversides, in all alleyways, stairways and exits, in the main machinery space and main generating set space, over the main switchboard, on the navigating bridge and in the chartroom?
 - b. the general alarm?
 - c. navigation lights if solely electric and the daylight signalling lamp if operated by the main source of electrical power?
3. Can the emergency source of power supply power adequate for a period of 6 hours?
4. a. 1. Is the emergency source of power an accumulator (storage) battery?

2. In that event, is the battery under constant charging?

b. 1. Is the emergency source of power a generator driven by a diesel engine with an independent fuel supply?

NB. The fuel used shall have a flash point of not less than 43° C (110° F).

2. In that event, is there a separate starting device for the diesel engine, independent of the ship's auxiliary machinery?
3. Can the emergency power unit be started from the place where it is located?

ITEMS N°1 TO N°5.

There is no self-contained emergency source of power outside the machinery spaces except the accumulator storage batteries for the Alarm System and the Radiotelegraphy.

The General Alarm is operated only from these batteries.

The Telephones are operated manually.

The Navigation Lights are electric and oil.

The daylight signalling lamp is operated from the main electric supply and also from a battery.



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4. Describe the starting arrangements provided for the emergency source of power.

5. a. Has the complete emergency system been tested and found satisfactory?

b.* Has emergency lighting been arranged in conformity with approved drawings?

Precautions against Shock, Fire and other Hazards of Electrical Origin. (Kf. § 5.)

6. Are all exposed metal parts of electrical machines etc. earthed (grounded), cf. § 5, A 1 and 2?

Yes.

7.* Are main and emergency switchboards arranged as required by § 5, B?

*Main - yes.
No emergency switchboard.*

8.* Has the hull return system of distribution been used? See § 5, C.

No.

9. Have electric cables been arranged as required by § 5, D 1 and 2?

Yes

10. Have lighting fittings been arranged satisfactorily? Cf. § 5, E.

Yes

11. Is wiring supported in such manner as to avoid chafing or other injury?

Yes

12.* Is each separate circuit protected against short circuit and against overload? See exceptions § 5, G 2.

Yes

13.* Are accumulator batteries suitably housed, and are compartments for their accommodation properly constructed and efficiently ventilated?

*For General Alarm and Radiotelegraphy - yes.
No others.*



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Means of Going Astern. (Kf. § 6.)

14. Has the ship sufficient power for going astern to secure proper control of the ship in all normal circumstances?

Yes

Steering Gear. (Kf. § 7, A.)

- 16.* Is the main steering gear constructed in conformity with approved drawings and of adequate strength and sufficient to steer the ship at maximum speed?

Yes

17. a. Is the ship provided with auxiliary steering gear of adequate strength and sufficient to steer the ship at navigable speed?

Yes

- b. Is the auxiliary steering gear capable of being brought speedily into action in an emergency?

Yes

- c. Can the auxiliary steering gear be operated by power?

Yes

Electrical and Electrohydraulic Steering gear. (Kf. § 7, B.)

18. Are indicators for running indication of motors located where they can readily be seen and/or heard from the engine operating platform and at the steering station on the bridge?

Yes

19. a.* Are the steering gears served by two circuits fed from the main switchboard?

Yes

- b.* Does one of the circuits pass through the emergency switchboard?

No emergency switchboard.



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c.* Has each circuit adequate capacity to supply all the motors normally connected to it and which operate simultaneously?

Yes

d.* Is short circuit protection provided for these circuits and motors?

Yes

Means of Escape etc. [Kf. § 8.]

(These questions need only be answered when so requested by the Maritime Directorate or the Norwegian Consulate.)

20. Are stairways and ladders arranged in and from all passenger and crew spaces and spaces in which crew are normally employed so as to provide ready means of escape to the lifeboat embarkation deck?
(State number and location of, etc.)

20.

AFT: Stairway to poop deck and doors to open deck P+S.

MIDSHIP: Doors to open deck P+S.

BRIDGE SPACES: Stairway to bridge deck, and doors to open deck P+S.

FORWARD: Ladders to upper deck and forecastle deck.

21. Are two means of escape provided from each engine room and boiler room and from each shaft tunnel or pipe tunnel intended for use as passages?
(State number and location of, etc.)

21. SHAFT TUNNEL: Ladder to aft accommodation mess room. W/T door to engine room.

ENGINE ROOM: Ladders to upper deck P+S, Ladder direct to boat deck. W/T door to shaft tunnel.

Communication between Bridge and Engine Room. [Kf. § 9.]

22. Is the ship fitted with engine room and reply telegraph as well as a speaking tube or telephone from the bridge to the engine room?

Yes. Telegraph and manually operated telephone.



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Stability information. (Ff. § 15.)

(These questions need only be answered when so requested by the Maritime Directorate or the Norwegian Consulate.)

- 23.* Has the ship been inclined and the elements of its stability determined after completion, upon it being purchased from abroad, or upon alterations being made which materially affect stability?

It is assumed that the inclining test will be carried out by the shipyard while the surveyor is present. Stability elements are to be determined by the shipyard.

Not ascertained.

No stability curves or data on board.

- 24.* Is the Master supplied with such reliable information as is necessary to give him accurate guidance as to the stability of the ship under varying conditions of service?

Has the Maritime Directorate been furnished with this information?

No.

Not ascertained.

- 25.* If an inclining test has not been made: Has the Maritime Directorate consented to this test being dispensed with?

Not ascertained.

- 26.* Any special remarks concerning the stability of the ship?

None reported.

Fire Protection. (Bri. §§ 4 and 9.)

(These questions need only be answered when so requested by the Maritime Directorate or the Norwegian Consulate.)

- 27.* Are the hull, superstructure, structural, bulkheads, engine and boiler room casings, decks and deck-houses constructed of steel? (§ 4, A. 1.)

Yes.

- 28.* Are boundary bulkheads of galley, paint and lamp lockers, store rooms adjacent to accommodation, steering gear rooms, spaces for emergency fire pumps and emergency generators etc. constructed of steel? (§ 4, A. 2.)

Yes

No emergency generator space.

- 29.* Are corridor bulkheads with doors to accommodation of at least «B» class as laid down in Chapter II, Regulation 35 d of the Convention? (§ 4, B. 1.)

Yes

- 30.* Are interior stairways within enclosures as required under § 4, B. 2?

Yes



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31. Are lift trunks made of steel and are doors in same self-closing? (§ 4, B. 3.)

None

32.* Are deck coverings in accommodation spaces adjacent to engine and boiler rooms and cargo holds of approved material? (§ 4, B. 4.)

Yes.

33.* a. Are ceilings in corridors and stairways incombustible?

Aft and midship accommodation - steel.
Bridge accommodation ceilings are wood coated with paint stated to be non-combustible.

b. Are all unprotected surfaces on bulkheads and linings below deck in corridors and stairways made of materials with low flame spread and limited smoke emission? (§ 4, B. 5.)

Yes

34. Can ventilating fans serving machinery, boiler and cargo spaces be stopped from outside such spaces? (§ 9, A. 1.)

Yes

35. Can all doorways, ventilators, annular spaces around funnels and other openings to such spaces as mentioned in 34 be closed from outside such spaces? (§ 9, A. 2.)

Yes

36. Are fuel tanks situated above the double bottom fitted with cocks or valves on the tanks?

Yes

Are these cocks or valves capable of being closed from outside the space in which the tanks are situated? (§ 9, B.)

Yes



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EXEMPTIONS

When the Regulations concerned are not complied with, state deficiencies and whether it is recommended that an Exemption Certificate be issued, and in that event, the duration of such a certificate.

Surveyor's Remarks concerning extent of inspection made by him, et cetera:

RECOMMENDATIONS

Making due reference to the foregoing Report, I recommend that a Cargo Ship Safety Construction Certificate be issued for this ship, and that Exemption Certificates be issued in respect of the following Regulations:

New York. November 29-1966

Place and Date

JAC Graham

Surveyor

Surveyor to Lloyd's Register
of Shipping