

Ship's Name ~~SS~~/MS "TOMAR" LR 536414 6410 Gross tons of Tönsberg

Is there a rpt. 8? *No* Port HAMBURG Rpt. No. 15721

No. of visits 6 First date 26.4.66 Last date 5.5.66

Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? Last rpt. (H.Q. only) *NYT 6218*

Date of completing rpt. 6.5.66 Surveyed at, if different from Port above

Is a rpt. 9B attached? yes MN (1992) Nature of survey CSM, SRL, Repairs

Survey fees ~~x Damage fee~~ Expenses
CSM £ 21.0.0 Repairs £ 18.0.0 £ 4.10.0
ABS £ 10.10.0

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons & rods No. 4 good
- 2 Valves & gears No. 4 good
- 3 Con. rods, top ends & guides centre No. 7 good Side
- 4 Crankpins & bearings centre Side
- 5 Journals & bearings No. 1 good

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

- 6 Cyls., covers, pistons & rods 7 Con. rods & top ends
- 8 Crankpins & bearings 9 Journals & bearings
- 10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

- 11 Cyls., covers, pistons & rods - 12 Con. rods & top ends -
- 13 Crankpins & bearings No. 2 good 14 Journals & bearings all (2) good

MAIN TURBINES (State Port—P or Starboard—S)

- 15 Casings, rotors, blading, bearings, & thrusts 16 Levers none

- 17 Reduction gearing
- 18 Scavenge blowers
- 19 Superchargers

I recommend that the machinery of this ship remain as classed with ~~without~~ fresh record of ABS 5.66 now and CSM (with date) upon completion, subject to any outstanding conditions of class being dealt with as previously recommended, but without special condition concerning the ME Nos. 2 and 4 Lub Oil coolers.

ALSO FOR

SPL FOR

INSPECTION BY TRO
CLEARING

SRL

POSTING

HEADER

CERT

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

E. Assen
Surveyor to Lloyd's Register of Shipping
(E. Assen).

Date of Committee

Minute

MONDAY 20 JUN 1966

See HAN 15751

Lloyd's Register Foundation

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subject to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

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 Periodical Examination. Where repairs have been effected or it is

Exhaust steam turbines (with recip. eng.)	20	Thrust blocks shafts & bearings	21	Intermediate shafts & bearings	23	Condensers (main & aux.)	25	Air ejectors (main & aux.)	27	Forced &/or induced draught fans	29	Holding down bolts & chocks	31	Detuner or vibration damper	32
Steam compressors	22														
Clutches & hydraulic couplings	24														
Steam re-heaters	26														
De-superheaters	28														
Stop & manoeuvring valves	30														
Main engine driven pumps	33														

State Port P. or Starboard S.

34 Crankcase doors & explosion relief devices

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

39 Fresh water coolers

40 Lub. oil coolers fwd. centre (No. 2) aft (No. 4) both good

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

Identify by position

46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 Evaporators HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering machinery

53 Windlass

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Repairs:-

Main Engine:-

No. 7 crosshead bearing retapped (fwd. cracked and loose).

No. 4 cylinder liner replaced by spare, found leakage.

Stamp marks:- LLOYD'S TEST Gen., 100 lbs. 12.11.57.

No. 4 piston overhauled in workshop.

Main Engine both attached scavenge pumps:-

Crankshaft re-aligned in way of No. 2 crank, due to badly crankshaft deflection.

Crankpin No. 2 examined by means of magnaflux test, 2 bolts of coupling flange removed, holes examined and all was found good.

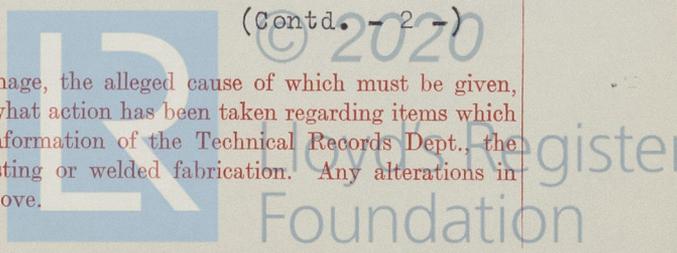
On completion crankshaft deflection taken with good results.

Circular No. 2173:-

Slots cut in lower face of top plug of boiler water gauge.

(Contd. - 2 -)

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.



Ship's Name: SS/MS "TOMAR"

Port HAMBURG

Rpt. No. 15721

Condition of Class:-

Item " ME Lub Oil coolers Nos. 2 and 4 to be specially examined and dealt with as necessary by 5.66."

Both coolers chemically cleaned, 27 tubes on No. 2 cooler and 31 tubes on No. 4 cooler renewed. Coolers subjected to a hydraulic pressure test of 4,5 kg/cm² and all found sound and tight under pressure.

It is recommended the above mentioned item may now be deleted from the S.R. List.

E. deum

