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FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

22 NOV. 1965

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

LR536414

Port of  
Registry Tönsberg

Port of Rotterdam

Date of build 10-1948 Is there a rpt. 8? no

Rpt. No. 61887

No. of visits 3

First date 1-11-'65

Last date 5-11-'65

Interim Cert. issued  
& copy herewith? yesDamage rpt. issued  
& copy herewith? no

Last rpt. (H.Q. only) OSL 10319.

Date of  
completing rpt. 9-11-'65

Surveyed at, if different from Port above -

Is a rpt. 9B  
attached? no

MN (1992)

Nature of survey CSM.

Survey fees 180.-

Damage fee

Expenses 41.50

S.A. fee

MAIN ENGINES, RECIP., ~~STEAM OR~~ I.C. (State Port—P or Starboard—S)1 Cyls., covers,  
pistons & rods

2 Valves &amp; gears

3 Con. rods, cross-  
heads, bearings  
& guides centre

Side

4 Crankpins &  
bearings centre

Side

5 Journals &  
bearings

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

6 Cyls., covers,  
pistons & rods7 Con. rods, cross-  
heads & bearings8 Crankpins &  
bearings9 Journals &  
bearings10 Coolers &  
safety devices

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

11 Cyls., covers  
pistons & rods12 Con. rods, cross-  
heads & bearings13 Crankpins &  
bearings14 Journals &  
bearings both good

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

16 Casings, rotors,  
blading, bearings,  
& thrusts

15 Levers

17 Reduction  
gearing18 Scavenge  
blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of CSM (with date) on completion, subject to the ME. crankshaft deflections be dealt with as necessary before the end of January 1966, the ME. lub. oil coolers No.2 and 4 be re-examined and dealt with as necessary before the end of May 1966 and also subject to any outstanding condition of class being dealt with as previously recommended.

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

P.J. Stuy  
Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY 17 DEC 1965

Minute

See gen 304.06

Lloyd's Register  
Foundation

004684-004692-0191

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

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT



20 Exhaust steam turbines (with recip. eng.)

22 Steam compressors

24 Clutches & hydraulic couplings

26 Steam re-heaters

28 De-superheaters

30 Stop & manoeuvring valves

33 Main engine driven pumps

21 Thrust blocks shafts & bearings

23 Intermediate shafts & bearings

25 Condensers (main & aux.)

27 Air ejectors (main & aux.)

29 Forced &/or induced draught fans

31 Holding down bolts & chocks

32 Detuner or vibration damper

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 No.2 and 4 from forw. †

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

Identify  
by  
position

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

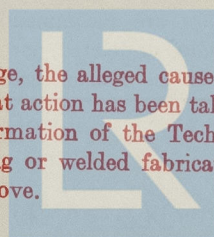
53 Windlass

## AUXILIARY ENGINES

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Found ME. No.2 scavenge pump bearing worn, same now remetalled. Found crankshaft deflections excessive, especially in way of No.9 crank. Due to lack of time no action was taken here but it was recommended that these deflections should be dealt with as necessary before the end of January 1966. ME. No.2 and 4 lub. oil coolers opened up for examination. Several tubes found leaking and renewed. Coolers tested and found tight. It was found however that app. 25% of the cooler tubes were clogged solid and it was impossible to clean these. It was recommended that these coolers should be re-examined and dealt with as necessary before the end of May 1966.

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.



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