

Received by Chief Ship Surveyor.....

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VESSEL'S NAME m.v. 'TOMAR' REPORT Tri. No. 13198

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

D to Shelter dk 42.17'. D to 2nd dk 30.5'. D for scantlings 38.5' (i.e. 8' above 2nd dk.)
1st Long. No. 17598 Depth "d" —

2nd Long. No. 46851

Proportions = $\frac{L}{D}$ 10.86

Framing Bulb angle frames as approved. Sheerstrake As approved.

This is a complete superstructure vessel with tonnage opening.

Owners' extras include increases in the thicknesses of ~~bottom~~ bottom plating, sheerstrake, strake below sheerstrake, shelter deck plating, and shell plating forward.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed 1000A1 "With freeboard" "Carrying oil FP above 150°F or vegetable oil in deep tank & tanks in way of tunnel."

The Summer Freeboard as shown on the attached extract from the Freeboard Verification Form, now marked on the vessel's sides, to be inserted in the classification certificate and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying extract, to be inserted in the certificate of classification.

1 Dk & Shelter dk, 3rd dk in Nos. 1 & 2 holds "Longitudinal framing at Shelter dk" "pt Elec. welded"

Cell DB 339' 163lt, tanks in way of tunnel 335t, MT27' 1246t, FPT 78t, APT 206t.

FK, 7 BH (Coll to Sh dk, 6 to 2nd dk), pt Cem, Lloyd's A & CP

P 38' F 49'

O.L. 491.1'

E.S.D.

Radar

"e"

2 1/4



It is further submitted the Surveyors be informed it is concluded the thicknesses of the centre girder bottom angles and the tank top plating in the holds are 16.5 mm. and 11.5 mm. respectively, as indicated on the approved plans, and not 14 mm. and 11 mm. respectively, as reported, but they should state if this is so.

They should further be informed it is concluded the steering arrangements and windlass have been tried under working conditions and found satisfactory, but this should be confirmed.

Lloyd's Register
Foundation

26.11.48.

004684-004692-0243