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No. 9477

EPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 24 M)

Date of writing Report 24th. Jan., 1949. When handed in at Local Office 24th. Jan., 1949. Port of Hong Kong.

No. in g. Book. Survey held at Hong Kong. Date. First Survey 24th. Jan. Last Survey 24th. Jan. 1949. (No. of Visits 1)

77723 on the Machinery of the ~~Wood, Iron or~~ Steel M.S. "TOMAR"

					Year.	Month.
nnage { Gross	6000	Vessel built at Monfalcone	By whom Cantieri Riuniti Dell'Adriatico	When	-	-
Net	-	Engines made at Trieste	By whom Cant. Riuniti ~~Dell' Adriatico.~~	When	-	
Nominal rse Power	-	Boilers, when made (Main) -	(Donkey) -			
of Main Boilers	-	Owners Wilh. Wilhelmsen.	Owners' Address - (if not already recorded in Appendix to Register Book.)			
of Donkey Boilers	-	Managers -	Port Tonsberg	Voyage -		
am Pressure— Main Boilers	-	If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.) -				
Donkey Boilers	-					

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1 with fbd.		
(Class Contemplated)		

t Report No. _____ Port _____

rticulars of Examination and Repairs (if any) C. S.

iodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, d, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be ated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly mmarised at the end of the report. State also the dates and initials of any letters respecting this case. -

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined -

s a damage report made by anyone else? If so, by whom? -

l the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -

" " Donkey " " " -

not, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

hat special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

ate latest date of internal examination of each boiler - Present condition of funnel(s) -

d the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

ld the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

ld the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -, and of the Donkey Boilers? -

ld the Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -

ld the Surveyor examine all the mountings of the Main Boilers? -, and of the Donkey Boilers? -

as the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

as shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush - Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

as the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

Engine parts, when referred to by numbers, should be counted from forward.

f the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

NOW DONE : -

For part C.S. (Parts now examined) Numbered from forward.

Main Engines. No.3 cylinder liner, pistons (upper & lower), covers & valves (upper & lower), rod, crosshead pins and brasses.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, so far as now seen,

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 3,34,

is in good and safe working condition and eligible, in my opinion, to be retained as classed with fresh record of L.M.C.(C.S.) with date when the survey has been completed.

Survey Fee (per Section 29) $ 100.00.

Special Damage or Repair Fee (if any) (per Section 29.) £ - -

Travelling expenses (if chargeable) $ 5.00.

Fees applied for 24/1/ 1949.

Received by me, 19

James A. Anderson

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 20 MAY 1949

Assigned For units see J.S. Rpt

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

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