

Ship's Name ~~SS~~MS "BERLIN" 18600 Gross tons of Bremen
LR 504 236
Is there a rpt. 8? Yes Port Bremen Rpt. No. 65/7652
No. of visits First date Last date
Interim Cert. issued & copy herewith? Damage rpt. issued & copy herewith? Last rpt. (H.Q. only)
Date of completing rpt. Surveyed at, if different from Port above
Is a rpt. 9A attached? Yes MN Nature of survey
Survey fees Damage fee Expenses
S.A. fee

DOCKING
Propellers Good Sea connections - Oil gland -
Fastenings Good Wear down of stern bush stbd. 4,0 mm
Has screw/tube shaft been drawn? Yes *PORT* port: 5,7 mm (1 mm)
Has shaft been changed? No Date of examn. 11.5.1965
Has shaft now fitted been previously used? -

Has shaft now examined/checked a continuous liner? Yes Approved oil gland? -

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

~~XXXXXX~~, DONKEY ~~XX~~ ~~XXXX~~ (State if oil fired—OF or exhaust gas—EG) MAIN
p. and stbd. O.F. - Good 11.5.65
p. and stbd. E.G. - Good 12.5.65

Air heaters -

Superheaters -

Safety valves Good

Mountings, doors and fastenings Good

Safety valves { Sat 120 lbs/sq.inch except port O.F. boiler
adjusted to { ~~Sat~~

Boiler securing arrangements Good

Main economisers

Exhaust gas heated economisers Good

Steam heated steam generators

Steam generator safety valves adjusted to

Forced circulating pumps

Funnel Good

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

Were oil burning system & remote controls examined in accordance with rules? Good

I recommend that the machinery of this ship remain as classed with/without fresh record of

See Rpt. 9A

(For K.H. Fedderwitz and self)

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

E. Schomber
Surveyor to Lloyd's Register of Shipping

Date of Committee

(E. Schomber)

Minute

See Rpt. 9A.



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CERT

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 subjected 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

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT	
PROPULSION (State Port—P, or Starboard—S)	AUXILIARY
Total kW or kVA	Total kW or kVA
a Generators	l Generators & governors
b Exciters	
c Air coolers	m Motors
d Motors	n Switchboards & fittings
e Air coolers	o Circuit breakers
f Control gear cables, etc.	p Cables
g Insulation resistance	q Insulation resistance
h Insulating oil test	r Steering gear generators & motors
i Overspeed governors	s Navigation light indicators
j Magnetic couplings	
k Air gap	

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

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 be reported above.

