

-5. OCT. 1967

Ship's Name SS/MS **BERN** Port **Rotterdam**
 Processing Number: LR **504247** Gross tons **500** Rpt. No. **66344**
 Port of Registry **Dordrecht** Date of build **3-57** Is there a Rpt. 9? **yes**
 No. of visits **2** First date **30-8-67** Last date **31-8-67**
 Cert. B issued & copy herewith? **yes** Damage rpt. issued & copy herewith? **no** Last rpt. (H.Q. only) **ROT 63381**
 Date of completing rpt. **15-9-67** Surveyed at, if different from Port above **Stekerveer**
 Safcon Cert. (ST) issued & copy herewith? **no** If surveyed in D.D. last date of examination **30-8-67**
 Has a Load Line Survey been held? **no** Summer treeboard as verified **food**

-9 OCT 1967

State which additional Rpt. 8 is attached: (Cont), (A), (DR), (EQ), (Rig)

Survey fees

£ 51.-

Damage fee

£ 80.-

Expenses

£ 6.-

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for **Annual and Docking Survey**
Damage to bottomplating stated caused by grounding at PAR on 20th May, 1967.

Damage:

Litinated at port bottomplating in way of AB Tank nos. found shellplates A7 and B7S from forward indented and slightly set up.

With respect of the ship's efficient condition the Owners proposal to defer repairs may be granted, but it was recommended same defect to be specially examined and dealt with as necessary at next drydocking - New item SRL.

SRL 275: "Peepshuisshak No 4 (P) main sheer No 4 - etc Examined and found remaining efficient.

App 20: "A few shellpl. (P&S) ind - No action, found still efficient.

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

I recommend, therefore, that this ship remain as classed with/without fresh record of dry docking, **subject 3-67** with the intimation of A.S. 8-67, **subject to the indented and set up shellplates A7 and B7S at port forward to be specially examined and dealt with as necessary at next drydocking and to any outstanding conditions being dealt with as may be 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.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 21 NOV 1967

Minute

DS 8/67 Subject with endorsement
AS 8/67

ALSO FOR

SPL FOR

STRONG

SRL

POSTING

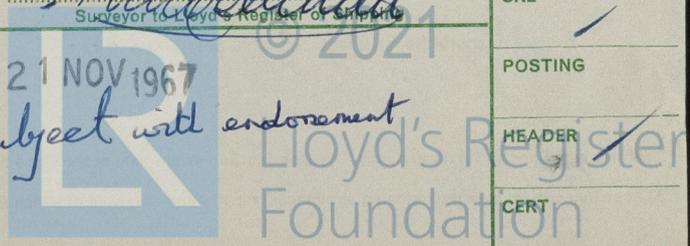
HEADER

CERT

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey, Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

†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



†Condition

†Condition

Shell plating	} <i>good</i>	*Hatchways	}	
Sternframe		*Ventilators & air pipes		
Rudder		*Casings		
Was rudder lifted?	<i>no</i>	*Fiddley openings		
Plating, etc. in way of shell openings	<i>good</i>	*Skylights		
F.P. spaces	}	*Flush deck scuttles	}	
Chain locker		*Deckhouses & companionways		
A.P. spaces		*Superstructures		
Engine space		*Side, bow & sterndoors		
Boiler space		<i>not examined</i>		*Side scuttles & deadlights
Under E. & B.				*Ash shoots, etc.
Coal bunker				Scuppers, discharges & valves
Tunnel & well				Guard rails & bulwarks
Duct keel				Freeing ports
Cement, asphalt, etc. on btm. shell				Gangways & lifelines
Weather decks	<i>good</i>	Fittings & appliances for timber deck cargoes		
Sounding pipes with doublers under	}	Means of escape:	}	
Windlass		(a) machinery spaces		
Masts & standing rigging		(b) crew and passenger spaces		
Hand pumps & suction		(c) spaces in which crew normally employed		
W.T. doors		Communications between:		
Fire equipment		(a) bridge & eng. room		
		(b) bridge and alternative steering position		
		Steering control systems (main and alternative)		
		Helm indicator		
Other items:		Protection of aft steering wheel & gear		
	Steering arrangements (main)	} <i>good</i>		
	(aux.)			

†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 Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

9-68, Dutch Authorities

EQUIPMENT:

Equipment letter	} Cables	State if ranged	<i>no</i>
Fee ltr., if diff. from eqpt. ltr.		Length on board	<i>stated complete</i>
Anchors: No. on board		Mean dias. range from	to
		Rule length	Dia.
		Mooring ropes	<i>sufficient</i>

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.

