

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)

Received London

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

Ship's Name SS/MS "BERLIN" LR 504 236
 Gross tons 18600 Port of Registry Bremen Port Bremen
 Date of build 11-1925 Is there a rpt. 8? no Rpt. No. 65/7936
 No. of visits 2 First date 16.12.65 Last date 17.12.65
 Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? Last rpt. (H.Q. only) B.M.N. 65/7894
 Date of completing rpt. 30.12.65 Surveyed at, if different from Port above Bremerhaven
 Is a rpt. 9B attached? no MN Nature of survey CSM
 Survey fees DM 200,-- Damage fee Expenses DM 16,--
 S.A. fee

12 JAN 1966

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

Port:

- | | | | |
|---|--|---------------------|------|
| 1 | Cyls., covers, pistons & rods | | |
| 2 | Valves & gears | | |
| 3 | Con. rods, cross-heads, bearings & guides centre | Nos. 4 and 5 - good | Side |
| 4 | Crankpins & bearings centre | Nos. 5 and 6 - good | Side |
| 5 | Journals & bearings | | |

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

- | | | | |
|----|-------------------------------|---|-----------------------------------|
| 6 | Cyls., covers, pistons & rods | 7 | Con. rods, cross-heads & bearings |
| 8 | Crankpins & bearings | 9 | Journals & bearings |
| 10 | Coolers & safety devices | | |

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

- | | | | |
|----|-------------------------------|----|-----------------------------------|
| 11 | Cyls., covers, pistons & rods | 12 | Con. rods, cross-heads & bearings |
| 13 | Crankpins & bearings | 14 | Journals & bearings |

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

- | | | | |
|----|--|----|-------|
| 15 | Casings, rotors, blading, bearings & thrusts | 16 | Lever |
|----|--|----|-------|

- | | | | | | |
|----|-------------------|----|------------------|----|---------------|
| 17 | Reduction gearing | 18 | Scavenge blowers | 19 | Superchargers |
|----|-------------------|----|------------------|----|---------------|

I recommend that the machinery of this ship remain as classed with/without fresh record of CSM (with date) upon completion, subject to any outstanding condition of class being dealt with as previously recommended.

B.M.N. 2/12

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

U. G. Fedderwitz
 Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 25 JAN 1966

Minute

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FOR CHAIRMAN CLASSN. CITEE



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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 should 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

Exhaust steam turbines (with recip. eng.)	20	Thrust blocks shafts & bearings	21
Steam compressors	22	Intermediate shafts & bearings	23
Clutches & hydraulic couplings	24	Condensers (main & aux.)	25
Steam re-heaters	26	Air ejectors (main & aux.)	27
De-superheaters	28	Forced &/or induced draught fans	29
Stop & manoeuvring valves	30	Holding down bolts & chocks	31
Main engine driven pumps	33	Detuner or vibration damper	32
Crankcase doors & explosion relief devices	34	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)	35

State
Port P. or
Starboard S.

Essential independent pumps	36	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	38
Bilge, ballast & oil fuel suction lines, fittings & controls	37	Lub. oil coolers	40
Fresh water coolers	39	Feed water filters	42
Heaters (state service)	41	Starting air pipes	44
Auxiliary air receivers & safety devices	43	Main air receivers & safety devices	45
Independent air compressors coolers & safety devices	46	Oil fuel tanks (not forming part of the hull structure)	47
Have all evaporators safety valves been tested under steam?	48	Evaporators HP & LP	49
Fire extinguishing arrangements	51	Steering machinery	52
		Distillers	50
		Windlass	53

Identify by position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

I recommend that the machinery of this ship remain as classed with no outstanding work (with the exception of the work mentioned above) subject to any outstanding condition of class being dealt with as previously recommended.

When condition of class is recommended to be revised in whole or in part, the reasons therefor should be stated in the 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 also be reported above.