

4. MAR 1966

Ship's Name ~~SS~~MS "BERLIN"

Gross tons

Port of
Registry

Port Bremen

Date of build

Is there a rpt. 8?

Rpt. No. 66/8002

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

Propeller

Sea connections

Oil gland

Wear down of stern bush
(if relined, state clearance
before and after)

Fastenings

Has screw/tube
shaft been drawn?

Date of examn.

Has shaft been
changed?

Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner?

Approved oil gland?

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

~~XXXXXX~~, DONKEY OR PRESS(State if oil fired—OF
or exhaust gas—EG)

MAIN

Both O.F. good

date: 1.2.66

Air heaters -

Superheaters -

Safety valves good

Mountings, doors
and fastenings goodSafety valves { Sat 120 lbs/sq inch (p+s)
adjusted to { ~~Sat~~Boiler securing
arrangements good

Main economisers -

Exhaust gas heated economisers
and their safety valvesSteam 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

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

Date of Committee

Minute

ALSO FOR

SPL FOR

NOTED BY
CESR

POSTING

HEADER

CERT

Surveyor to Lloyd's Register of Shipping

(K.H. Federwiltz)

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Lloyd's Register
FoundationAt 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
thrust 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 Examina-
tion. 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)

Total kW
or kVA

a Generators

b Exciters

c Air coolers

d Motors

e Air coolers

Control gear
f cables, etc.

Insulation
g resistance

Insulating
h oil test

Overspeed
i governors

Magnetic
j couplings

k Air gap

Total kW or kVA

Generators &
governors

m Motors

Switchboards
& fittings

o Circuit breakers

p Cables

Insulation
resistance

Steering gear
generators &
motors

Navigation light
indicators

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.



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