

14 SEP 1964

Ship's Name ~~SEMS~~ SIGNE INGELSSON now SILDRA

Gross tons 12615 Port of Registry Bergen Port Gothenburg

Date of build 1958-7 Is there a rpt. 8? **yes** Rpt. No. 29795

No. of visits 4 First date 27/8 Last date 4/9-64

Interim Cert. issued & copy herewith? **yes** Damage rpt. issued & copy herewith? **no** Last rpt. (H.Q. only)

Date of completing rpt. 7/9/64 Surveyed at, if different from Port above ---

Is a rpt. 9B attached? **yes** MN 1640 Nature of survey DS, TS(CL), Pt.CSM, Cond. of Class.

Survey fees Damage fee --- Expenses Kr. 20:--

Pt.CSM: Kr. 150:--

TS(CL): Kr. 155:--

Own. req: Kr. 75:--

Repairs: Kr. 110:--

S.A. fee Kr. 80:--

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

1	Cyls., covers, pistons & rods	
2	Valves & gears	
3	Con. rods, cross-heads, bearings & guides centre	Side
4	Crankpins & bearings centre	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	Levers
16	Casings, rotors, blading, bearings & thrusts

17	Reduction gearing	19	Superchargers
18	Scavenge blowers		

I recommend that the machinery of this ship remain as classed with/without fresh record of TS(CL) 8,64 now and CSM with date, when the survey has been completed, without any conditions.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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

B. Johnson
Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY - 1 OCT 1964

Minute

AB58,64
TS8,64 SP58,64

011478-011484-0259

A 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 thus 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



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|----|---|----|----------------------------------|----|-----------------------------|
| 20 | Exhaust steam turbines (with recip. eng.) | 21 | Thrust blocks shafts & bearings | | |
| 22 | Steam compressors | 23 | Intermediate shafts & bearings | | |
| 24 | Clutches & hydraulic couplings | 25 | Condensers (main & aux.) | | |
| 26 | Steam re-heaters | 27 | Air ejectors (main & aux.) | | |
| 28 | De-superheaters | 29 | Forced &/or induced draught fans | | |
| 30 | Stop & manoeuvring valves | 31 | Holding down bolts & chocks | 32 | Detuner or vibration damper |
| 33 | Main engine driven pumps | | | | |

State Port P. or Starboard S.

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|----|--|----|---|
| 34 | Crankcase doors & explosion relief devices | 35 | Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle) |
|----|--|----|---|

- 36 Essential independent pumps

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|----|--|----|---|
| 37 | Bilge, ballast & oil fuel suction lines, fittings & controls | 38 | Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? |
|----|--|----|---|

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|----|--|----|--------------------|
| 39 | Fresh water coolers | 40 | Lub. oil coolers |
| 41 | Heaters (state service) | 42 | Feed water filters |
| 43 | Auxiliary air receivers & safety devices | 44 | Starting air pipes |

45 Main air receivers & safety devices Fwd. throughout with valves and mountings - good.

- 46 Independent air compressors coolers & safety devices

- 47 Oil fuel tanks (not forming part of the hull structure)

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|----|---|----|---------------------|----|------------|
| 48 | Have all evaporators safety valves been tested under steam? | 49 | Evaporators HP & LP | 50 | Distillers |
|----|---|----|---------------------|----|------------|

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|----|---------------------------------|----|--------------------|----|----------|
| 51 | Fire extinguishing arrangements | 52 | Steering machinery | 53 | Windlass |
|----|---------------------------------|----|--------------------|----|----------|

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Identify by position

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.