

23 OCT. 1967

Ship's Name SS/MS "Bern"

Port Rotterdam

Processing  
Number: LR 504247

Gross tons 500

Rpt. No. 66422

Port of Registry Dordrecht

Date of build 1957-3

Is there a rpt. 8? No

No. of visits 1

First date and

Last date 22-9-'67

Interim Cert. issued  
& copy herewith? YesDamage rpt. issued  
and copy herewith? No.

Last rpt. (H.Q. only)

ROT 66344

Date of  
completing rpt. 9-10-'67

Surveyed at, if different from Port above -

Is a rpt. 9B  
attached? No.

MN 120

Nature of survey

Bridge control.

Survey fees fl. 50,-

Damage fee -

Expenses fl. 6,-

S.A. fee

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

1 Cyls., covers, pistons,  
rods, valves, including  
rotary valves, & gears2 Con. rods, crossheads,  
bearings & guides Side3 Crankpins  
(incl. eccentrics),  
webs & bearings Side

Centre

4 Crankshaft journals  
& bearings5 Detuner or  
vibration damper

## MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

6 Cyls., covers,  
pistons & rods7 Con. rods, crossheads,  
bearings & guides8 Crankpins, webs  
& bearings9 Journals &  
bearings10 Levers, links &  
bearings11 Coolers &  
safety devices12 Scavenge blowers  
& superchargers

13 Air coolers

14 Crankcase &amp; scavenge doors &amp; explosion relief devices

## MAIN TURBINES

15 Casings, rotors,  
blading, bearings,  
thrusts & couplings

16 Astern turbine

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 to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with/without fresh record of survey, but without the subject relating to the Bridge control equipment, subject to any other outstanding conditions of class being dealt with as 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).

Date of Committee

Minute

TUESDAY 21 NOV 1967

DS 8/67  
AS 8/67Surveyor to Lloyd's Register of Shipping  
with endorsement  
(TS record withheld)

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

FOR CHAIRMAN  
CLASSN. CITEE

are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

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". At part or complete Special Surveys those items which are not applicable to the ship

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 re-examination or repairs should be made before

write RPT CSM



## MAIN REDUCTION GEARING

17 Pinions &amp; wheels

18 Shafts, bearings  
& couplings19 Exhaust steam  
turbines (with  
recip. eng.)20 Thrust blocks,  
shafts & bearings21 M.E. steam  
compressors22 Intermediate  
shafts & bearings23 Clutches & hyd-  
raulic couplings

24 Steam re-heaters

25 De-superheaters

26 Forced &/or Induced  
draught fans27 Stop & manoeuvring  
valves28 Holding down  
bolts & chocks29 Main engine  
driven pumps  
(including fuel injection)30 Condensers  
(main & aux.)31 Air ejectors  
(main & aux.)32 Have main engines been  
examined working &  
manoeuvring?State  
Port P. or  
Starboard S

33 Essential Independent pumps

34 Bilge, ballast & oil fuel  
suction lines, fittings & controls35 Have the remaining piping arrangements  
& fittings in the machinery space been  
examined as considered necessary?

36 Fresh water coolers

37 Lub. oil coolers

38 Heaters & safety devices including  
de-aerator (state service)39 Pressure feed  
water filters40 Auxiliary air receivers  
& safety devices

41 Starting air pipes

42 Main air receivers  
& safety devices43 Independent air compressors,  
coolers & safety devices44 Oil fuel tanks (not  
forming part of  
the hull structure)45 Have all evaporators safety  
valves been tested under steam?

46 Evaporators

47 Distillers

48 Steering machinery

49 Windlass

50 Machinery  
spare gearIdentify  
by  
position

## AUXILIARY ENGINES

## DOCKING

Propeller

Sea connections

Oil gland

Fastenings &amp; gratings

Clearance in stern bush (if relined  
state clearance before & after)Has screw/tube  
shaft been drawn?Date of examining  
shaft & conditionHas shaft  
been changed?Has shaft now fitted  
been previously used?

Has shaft now examined/fitted a continuous liner?

Approved oil gland

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

*Bridge control, (condition of class)**With reference to our previous report 9. no: 66344  
the following items have been tested and examined with*

State whether continuation sheet attached

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 for 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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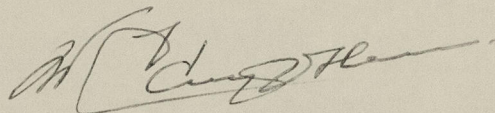


satisfactory results now:

- means to limit the number of automatic start repeats now removed and altered so that no start repeats are automatically carried out.
- means to reduce the r.p.m. to a preset minimum when the Lubricating oil pressure falls below a preset minimum now installed and tested
- alarm for control air tested.
- alarm, indicating electrical failure of the freshwater cooling pump motor now installed and tested.
- control box in wheelhouse internally protected against fires.

All above has now been satisfactorily tested and it is recommended the condition of class relating to the above being now deleted.

A separate report to has now been issued stating that the vessel is suitable for periodically unattended machinery spaces.



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