

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME "BERN".

REPORT

Rot. 43465.  
Ams. 21306.  
Rot. 43253.

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

(\*The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement.—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine

Oil Engines 4. S.C.S.A.  
8 cylinders 305 - 460 mm.  
M.N. 120.

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No..

If fitted with an outside gland of approved type Yes

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 6.6.56, for a speed of 350 R.P.M.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

\*LMC  
ES 3.57.

Handwritten: 8/7/57



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"BERN"

Rot. 43465.  
Ams. 21306.  
Rot. 43253.

REPORT

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

Before this case receives consideration the Report 4b should be returned to Rotterdam for the Surveyors signature and the Surveyors should confirm the diameter of the screwshaft, reported as 165 mm, and approved at 190 mm.

At the same time, the Surveyors should confirm:

1. The number and size of the froth or CO2 fire extinguisher which, in this case, should be 2-2 gallons portable and one 10 gallon
2. The number of lubricating oil pumps driven by the main engine, stated to be two in Amsterdam Report No. 21306 and as one in Rotterdam Report 43253.

*Comply with*

Clarification is also desired as to which auxiliary engine drivers the independent air compressor, stated on Page 2 of Report 4b to be the Port auxiliary and on Page 3 as the starboard auxiliary

It should also be pointed out that Report 13 on Electrical Equipment states that SAMOFA are the makers of the auxiliary engines whereas the Certificates and Report 4b state the makers are RUSTON & HORNSBY.

*✓ 18/6*

*R*

13.6.57.

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