

7. AUG. 1964  
Received London

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS  
(ENGINES AND AUXILIARIES)

Ship's Name ~~SS~~MS "INTERPRETER" Gross tons 6815  
 Is there a rpt. 8? No Port Liverpool Rpt. No. 164523  
 No. of visits 9 First date 25.5.64. Last date 6.7.64.  
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Last rpt. (H.Q. only) LIV.163843  
 Date of completing rpt. 17.7.64. Surveyed at, if different from Port above  
 Is a rpt. 9B attached? No MN Nature of survey Damage & C.S.M.  
 Survey fees Damage fee Expenses £2-5-0  
 S.A. fee £13-13-0

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

- 1 Cyls., covers, pistons & rods Nos. 1 & 5 - Good Nos. 1 & 5 transverse beams & bottle guides - Good
- 2 Valves & gears Nos. 1 & 5 - Good
- 3 Con. rods, top ends & guides centre No. 5 - Good Side No. 5 - Good
- 4 Crankpins & bearings centre No. 5 - Good Side No. 5 - Good
- 5 Journals & bearings No. 6 - Good

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

- 6 Cyls., covers, pistons & rods 7 Con. rods & top ends
- 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 & top ends
- 13 Crankpins & bearings 14 Journals & bearings

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

- 16 Casings, rotors, blading, bearings & thrusts 15 Levers
- 17 Reduction gearing
- 18 Scavenge blowers 19 Superchargers

I recommend that the machinery of this ship remain as classed with ~~without~~ fresh record of C.S.M. (with date) when the survey has been completed, subject to any 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

LIVERPOOL - 5 AUG 1964

Surveyor to Lloyd's Register of Shipping

A. Jackson, R. Gregory.

*for self by J. Roome*

*Cef*

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

015183-015181-0025 14

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 cancelled from forward.

considered that re-examination or repairs should be made before that date, a distinguishing mark must be inserted against the item and the circumstances of 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

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	Good	32 Detuner or vibration damper
33	Main engine driven pumps				
34	Crankcase doors & explosion relief devices				35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

State +  
Port P. or  
Starboard S.

36 Essential independent pumps      Outboard lub. oil pump:- Good

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?
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		
46	Independent air compressors coolers & safety devices		
47	Oil fuel tanks (not forming part of the hull structure)		
48	Have all evaporators safety valves been tested under steam?	49	Evaporators HP & LP
51	Fire extinguishing arrangements	52	Steering machinery
		53	Distillers
			53 Windlass

Identify  
by  
position

#### AUXILIARY ENGINES

Port Outboard Generator Engine :- Good

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

A reconditioned crankshaft (ex Owners' stock) was fitted this time in the Port Outboard Generator engine on account of ovality of the crankpins of the working shaft. The bedding of the crankshaft journals was witnessed and deflections checked and all found satisfactory. The following markings were taken from the reconditioned shaft now fitted :- LLOYD'S CG Test No. 962 RF & RM Co. Ltd. 1.5.46. 1093 2369 - 74.

The Port Outboard generator engine was examined under working conditions on completion and all found satisfactory.

#### Repairs.

No. 5 centre and side crankpins were machined in place by the Nichol & Andrews gear, on account of slight pitting on the pins. On completion the pins were examined and found satisfactory, and the bearings were remetalled to suit. The following are the finished diameters :-

- No. 5 centre crankpin 518.45 m/m.
- No. 5 For'd side crankpin 518.63 m/m.

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Cont/...

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.

Ship's Name ~~SS~~/MS "INTERPRETER"

Port Liverpool

Rpt. No. 164523

Repairs. (Cont).

No. 5 aft side crankpin 518.63 m/m.

(Original diameter :- 520 m/m).

No. 5 centre and forward side guides remetalled on account of slack metal.

Damage stated to have been sustained whilst on passage from Galveston to Manchester on the 6th May, 1964, when the transverse beam fractured, causing the forward and aft side rods to bend, and fracturing the transverse beam bottle guides, of No. 5 M.E. unit.

Now Done for Damage. (No. 5 M.E. Unit).

New forward and aft side rods fitted.

New transverse beam side end pins fitted.

New transverse beam bottle guides fitted.

All top and bottom end bolts renewed.

Centre and side top end pins and bearings examined.

Centre and side crankpins and bearings examined.

All connecting rods and guides examined.

Main Engine Holding down bolts and chocks checked.

Crankshaft alignment checked by representative from Messrs. W. Doxford &amp; Sons Ltd.

Upper and lower pistons and rod examined.

Cylinder liner examined.

Entablature in way of No. 5 unit examined.

Crankshaft checked by clock gauge in way of No. 6 journal and all found satisfactory.

On completion of above repairs, a satisfactory dock trial was carried out, then the vessel proceeded to sea where extensive sea trials were carried out.

Programme of Sea Trials.5.7.64.1st Run.

10.00 a.m. ahead 80 r.p.m.

10.55 a.m. ahead 90 r.p.m.

10.58 a.m. ahead 100 r.p.m.

1.15 $\frac{1}{2}$  p.m. Stopped. All bearings found with normal running heat.2nd run.

1.49 p.m. ahead 80 r.p.m.

2.00 p.m. ahead 90 r.p.m.

2.15 p.m. ahead 95 r.p.m.

2.45 p.m. ahead 100 r.p.m.

4.15 $\frac{1}{2}$  p.m. stopped. All bearings found with normal running heat.3rd run.

4.44 p.m. ahead 80 r.p.m.

5.10 p.m. ahead 90 r.p.m.

5.20 p.m. ahead 95 r.p.m.

5.30 p.m. ahead 100 r.p.m.

10.00 p.m. stopped. All bearings found with normal running heat.

4th run.

10.22 p.m. ahead 80 r.p.m.

10.48 p.m. ahead 90 r.p.m.

11.00 p.m. ahead 95 r.p.m.

11.10 p.m. ahead 100 r.p.m.

12.00 p.m. ahead 104 r.p.m.

6.7.64.

1.10 a.m. ahead stopped. All bearings found with normal running heat.

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Cont/...Lloyd's Register  
Foundation

Ship's Name SS/MS

"INTERPRETER"

Port Liverpool

Rpt. No. 166523

5th run.

1.25 a.m. ahead 80 r.p.m.  
 1.40 a.m. ahead 90 r.p.m.  
 1.50 a.m. ahead 95 r.p.m.  
 2.00 a.m. ahead 100 r.p.m.  
 2.10 a.m. ahead 104 r.p.m.  
 2.30 a.m. ahead 108 r.p.m.  
 6.30 stopped. All bearings found with normal running heat.

6th run.

7.12 a.m. ahead 80 r.p.m.  
 7.30 a.m. ahead 90 r.p.m.  
 7.40 a.m. ahead 95 r.p.m.  
 7.57 a.m. ahead 100 r.p.m.  
 10.22 a.m. stopped and all bearings found with normal running heat.  
 10.23 $\frac{1}{2}$  a.m. astern full 90 r.p.m.  
 10.58 $\frac{1}{2}$  a.m. stopped and all bearings found with normal running heat.

Trials completed, vessel returned to Birkenhead.

The following identification marks were taken from the new machinery parts now fitted :-

Forward Side Rod.

O.E. 691 LL 13598  
 N.V. HL 118  
 25.3.61.  
 SHF. 294.  
 SLD R.W.S. 14.5.64.

Aft Side Rod.

O.E. 691 L.L. 13456  
 N.V. H.L. 134  
 SHF. 394 28.2.61.  
 SLD. RWS.  
 14.5.64.

Transverse beam end rims.Forward.

T 10278  
 Lloyd's SLD. 4983.  
 J.M.  
 3.6.57. R/4619/56

Aft

C 832  
 Lloyd's SLD. 7183  
 16.10.57.

Side Connecting Rod Top End Bolts (8).

LL 442 JM 7/12/63 SLD.  
 t/11473/2 O.E. 663 B3  
 RWS 13.6.64.

Centre crosshead bolts (4).

LL 11845 N.V. 216 O.E. 363 K  
 T 11475/2

Side connecting rod bottom end bolts.

JM 4528 SLD 26.2.64. O.E. 663E3.  
 T/1147/1 R.W.S. 29.5.64.  
 J.M. 4528 SLD. 26.2.64. O.E. 663 E3  
 T 11475/1 RWS 29.5.64.

Centre bottom end bolts.

O.E. 663 B	O.E. 663 H
12399 - 4	T 12399 - 4
LL 11934 SLD.	LL 11951
RWS. 18.6.64.	N.V. 248
No. 17	No. 18

O.E. 663 B  
 12399 - 4  
 LL 473 SLD.  
 RWS 18.6.64.  
 No. 19

O.E. 663 B  
 12399 - 4  
 J.C.  
 LL 473 SLD  
 RWS 15.6.64.  
 No. 20.

Rpt.

(cont.)

- 3 -

Ship's Name ~~SS~~/MS "INTERPRETER"

Port Liverpool

Rpt. No. 166523

Identification marks (Continued).

Side Rods, Top Bolts.

Lloyd's 3945

SLD J.M.

R.W.S. SLD.

29.5.58.

S.R.L. Appendix.

No. 5 centre and side crankpins examined this time and dealt with as stated in report.

Nothing done regarding the other crankpins.

*g.f. h.*