

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS
(ENGINES AND AUXILIARIES)-7. AUG. 1964
Received London

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) 11V.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
15 Levers

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

- 16 Casings, rotors, blading, bearings & thrusts

- 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

As now

Surveyor to Lloyd's Register of Shipping

A. Jackson, R. Gregory.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

015183-015187-0025 114

33 Main engine driven pumps

31 Holding down bolts & chocks

32 Detuner or vibration damper

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

Outboard lub. oil pump:- Good

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

40 Lub. oil coolers

42 Feed water filters

44 Starting air pipes

44 Starting air pipes

Identify
by
position

50 Distillers

53 Windlass

Port Outboard Generator Engine :- Good

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 & 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.

Cont/...

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.)

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

Port Liverpool

Rpt. No. 164823

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.

gla