

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS
(ENGINES AND AUXILIARIES)

Received London
29 APR 1963

Ship's Name ~~SS~~/MS "INTERPRETER" Gross tons 6815
 Is there a rpt. 8? No Port CAPE TOWN Rpt. No. 6766
 No. of visits 3 First date 22/4/63 Last date 23/4/63
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) 25274. *Ans*
 Date of completing rpt. 25/4/63 Surveyed at, if different from Port above
 Is a rpt. 9B attached? No MN (1088) Nature of survey Machy Repr.
 Survey fees R20.00 Damage fee - Expenses R2.05

S.A. fee -

MAIN ENGINES, ~~RECIPROCATING~~ I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons & rods
- 2 Valves & gears
- 3 Con. rods, top ends & 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 & tods 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)

- 15 Levers
- 16 Casings, rotors, blading, bearings U 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~~

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

Surveyor to Lloyd's Register of Shipping.
R. J. KÜHN.

Date of Committee

THURSDAY 23 MAY 1963

Minute

As now

ALSO FOR

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Lloyd's Register
Foundation

015183-015187-0044

At part or complete Special Surveys those items which are not suitable to the ship are to be cancelled; this need not be done when repairs are made on a continuous survey basis. When any part has been cancelled 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 in the case of a distinguishing mark which 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

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 blots & chocks	32 Detuner or vibration damper
33	Main engine driven pumps			

State Port P. or Starboard

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

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	50 Distillers
51	Fire extinguishing arrangements	52	Steering machinery	53 Windlass

Identify by position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

At the request of Owners Agents examined whilst vessel lay afloat at Cape Town on the 22nd April, 1963 and subsequently.

It was stated that on voyage from Lobito to Cape Town when the windlass was used it was found that the upper two bushes on the drive shaft between the gear box and the windlass was running very hot.

Now done: Upon examination it was found that the drive shaft between gear box and windlass badly grooved in way of two upper bushes, and shaft 3/16" out of line.

Now done for repairs: Drive shaft machined in way of upper two bushes, bushes renewed and shaft lined up.

Upon completion of repairs the windlass was run on test for 30 minutes and found in order.

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.

