

-9 MAR 1967

Ship's Name **SS/MS " INTERPRETER "**Port **Liverpool**Processing
Number: LR **616201**Gross tons **6815**Rpt. No. **170100**Port of Registry **Liverpool**Date of
build **1948/5**Is there a Rpt. 9? **yes**No. of visits **7.**First date **15.12.67.**Last date **26.1.67.**Cert. B issued
& copy herewith? **Yes.**Damage rpt. issued
& copy herewith?

Last rpt. (H.Q. only)

LON 157378Date of
completing rpt. **17.2.67.**

Surveyed at, if different from Port above

Safcon Cert. (ST)
issued & copy herewith? **-**

If surveyed in D.D. last date of examination

Has a Load Line
Survey been held? **Yes Annual**Summer freeboard as verified **6'-5 $\frac{3}{4}$ "**

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig)

Survey fees

Damage fee

Expenses

Gen Exam **£56**SS **£5**Rpm + Equip **£14****£2-2-0-**

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for General Examination for Postponement of Special Survey, Commencement of Special Survey and Annual Load Line Survey.
Wear and Tear Repairs.

About 50 faulty rivet points on tank top reverse frame bar in way of No. 3 Deep Tank forward bulkhead bottom brackets P&S made good by welding. No. 3 D.B. P&S pressed up and repairs found in order.

Aft Peak Tank Top Plating reinforced at centre line with 4 feet wide doubler extending from tunnel escape back to aft bulkhead No. 5 Tween Deck.

Aft Peak Bulkhead plating in No. 5 Hold reinforced with horizontal 4"x6"x $\frac{1}{2}$ " I.).A. welded in line with bottom of girder brackets from ship's side to ship's side.

The aft peak tank has been accepted for Special Survey internal examination.
Replacement of Equipment.

It was stated that the port anchor had been lost on the 4th November 1966 when heaving in the cable at Bridgetown Harbort Barbados. This was state to have been due to the open link of the 5 fathom length adjacent to the anchor breaking. The Owners fitted the spare anchor and retrieved the lost anchor on the voyage home. Now Done 5 fathom length and 10 fathom length which had been adjacent to the port anchor now removed from the ship and replaced with a 15 fathom length (LPHCH - 7924) see Report 8Eq.

It is submitted that as a result of the General Examination now carried out, the Owners request to postpone the Special Survey until the end of the year of grace Merits the favourable consideration of the Committee. S.R.L. No. 265:- Nil.
Appendix to the S.R.L. No. 19:- Nil.

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

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed ~~xxx~~ without fresh record of dry docking. with the notation of S.S. (with date) on completion subject to any condition which may be attached to the ship's 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

LIVERPOOL -7 MAR 1967

A.A. Orrock.

Minute

*As now, subject (m)
(postponement of SS to 2.68 approved)*

015183-015187-0076/13

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register
Foundation

	†Condition		†Condition
Shell plating	Good.	*Hatchways	Good.
Sternframe	-	*Ventilators & air pipes	Good.
Rudder	-	*Casings	Good.
Was rudder lifted?	-	*Fiddley openings	-
Plating, etc. in way of shell openings	-	*Skylights	Good.
F.P. spaces	Good.	*Flush deck scuttles	-
Chain locker	-	*Deckhouses & companionways	Good.
A.P. spaces	Good.	*Superstructures	Good.
Engine space	Good.	*Side, bow & sterndoor	-
Boiler space	-	*Side scuttles & deadlights	Good.
Under E. & B.	-	*Ash shoots, etc.	-
Coal bunker	-	Scuppers, discharges & valves	Good.
Tunnel XXXX	Good.	Guard rails & bulwarks	Good.
Duct keel	-	Freeing ports	Good.
Cement, asphalt, etc. on btm. shell	Good.	Deckways Lifelines	-
Weather decks	Good.	Fittings & appliances for timber deck cargoes	-
Sounding pipes with doublers under	Good.	Means of escape:	-
Windlass	Good.	(a) machinery spaces	-
Masts & standing rigging	-	(b) crew and passenger spaces	-
Hand pumps & suction	-	(c) spaces in which crew normally employed	-
W.T. doors	Good.	Communications between:	-
Fire equipment	-	(a) bridge & eng. room	-
Other Items:	-	(b) bridge and alternative steering position	-
		Steering control systems (main and alternative)	-
		Helm Indicator	-
		Protection of aft steering wheel & gear	-
		Steering arrangements (main)	Good.
		" " (aux.)	Good.

†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 Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

EQUIPMENT:

Equipment letter EL b+

Fee ltr., if diff. from eqpt. ltr.

Anchors: No. on board 3B

Cables

State if ranged

Length on board

Mean dias. range from

Rule length

Mooring ropes

to

Dia.

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.

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Lloyd's Register
Foundation

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

Port Liverpool

S.S.() Due

Rpt. No. 170100

Holds & 'Tween Decks:		†Condition	Tanks:	†Condition	Tested
			(See illustrations in Register Book)		
No. 1	Hold	Good.	F.P. tank	Good.	-
"	'Tween decks	Good.	A.P. tank	Good. <i>Revised SS</i>	-
			D.B. tanks & c/dams		
			No. 3 D.B. (W.B.) P&S	Good.	-
No. 2	Hold	Good.	No. 6 D.B. (W.B.) P&S	Good.	-
"	'Tween decks	Good.	No. 7 D.B. (F.W.) S	Good.	-
No. 3	Hold	Good.			
"	'Tween dks	Good.			
			O.F. bunkers	-	-
No. 4	Hold	Good.			
"	'Tween decks	Good.			
No. 5	Hold	Good.			
"	'Tween decks	Good.	Settling tanks	-	-
No. 6	Hold		Deep tanks		
"	'Tween decks		No. 3	Good.	
			No. 4	Good.	
			Side tanks		
	Cargo battens	Good.			
	Ceiling, etc	Good.	Other tanks:	-	-

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Lloyd's Register
Surveyor to Lloyd's Register of Shipping
A.A. ORRICK

- 7 MAR 1967

00762/3

RPT. 1 (EQ)
RPT. 8 (EQ)

Ship's Name " INTERPRETER "

Port Liverpool

Fee letter if different from equipment letter

Rpt. No. 170100

Equipment letter	b+	Equipment numeral
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When anchors or cables are supplied or retested, the following particulars are required:

ANCHORS

Where and when tested and by whom	Number of Certificate	Anchor	Weight		Approved design	Makers
			Cwt. or	qr. kg.	lb.	
		Bower (1)				<i>If Patent, state name of Patentee</i>
		Bower (2)				
		Bower (3)				
		Collective Weight				
		Stream				

CHAIN CABLES

Where and when tested and by whom	Number of Certificate	Length and size supplied		Grade and whether stud or short link	Makers
		Length	Diam.		
L.P.H.C.H. - 8.10.59.		Fathoms XXXXX	In. XXXXX Worn		
H. Phillips	7924	15 $\frac{1}{2}$	2 $\frac{3}{8}$	STUD LINK	Not stated.
this	chain cable	has	been previously used.		
			Circ.		
Stream, wire or chain					

TOWLINES, MOORING ROPES AND CAST STEEL ANCHOR HEADS

TOWLINE AND MOORING ROPES				CAST STEEL ANCHOR HEAD DROP TEST			
Item	Length	Circ. or Diam.	Material	Maker's Name	Certificate No.	Surveyor's Initials	Date of Test
	Fathoms or Metres	In. or mm.					
Towline				BOWER (1)			
Mooring ropes				BOWER (2)			
				BOWER (3)			
				STREAM			
				KEDGE			

Are weights (including component parts of anchors) & tests of equipment now supplied in accordance with Rule requirements?

Yes.

Have test certificates of new or retested equipment (now supplied) been checked and endorsed?

Yes.

Are joining shackles of the lugless type fitted?

No

Note:—Where anchors or chain cables are lost or condemned and renewed the corresponding test certificates should be cancelled by the Surveyors and returned to Head Office.

10m,1,66 (MADE AND PRINTED IN ENGLAND)

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Andrew A Orrock
 Surveyor to Lloyd's Register of Shipping
 A.A. Orrock.
 ing test certificates should be cancelled by the
 - 7 MAR 1967
 0076 3/3