

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS (Engines and Auxiliaries)  
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London  
-1. NOV. 1966

Ship's Name: SS/MS "INTERPRETER" Port London

Processing Number: LR 516201 Gross tons 6815 Rpt. No. 157378

Port of Registry Liverpool Date of build 5.1948. Is there a rpt. ? NO YES.

No. of visits Two First date 28.9.66. Last date 6.10.66.

Interim Cert. issued & copy herewith? Yes Damage rpt. issued and copy herewith? No Last rpt. (H.Q. only) -

Date of completing rpt. 11.10.66. Surveyed at, if different from Port above -

Is a rpt. 9B attached? Yes MN (1088) Nature of survey C.S.M. Advancement, A.B.S., Machinery Damage.

Survey fees Damage fee Expenses  
C.S.M. £6 0s. 0d. £6 6s. 0d. 12/-  
A.B.S. £10 0s. 0d. S.A. fee -  
- 1 NOV 1966

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

- 1 Cyls., covers, pistons, rods, valves & gears
- 2 Con. rods, crossheads, bearings & guides Side
- 3 Crankpins (incl. eccentrics) & bearings Side
- Centre Centre Nos. 1 and 4 - Good.
- 4 Crankshaft journals & bearings
- 5 Detuner or vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

- 6 Cyls., covers, pistons & rods
- 7 Con. rods, crossheads, bearings & guides
- 8 Crankpins & bearings Good
- 9 Journals & bearings
- 10 Levers, links & bearings
- 11 Coolers & safety devices
- 12 Scavenge blowers & superchargers
- 13 Air coolers
- 14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

- 15 Casings, rotors, blading, bearings, thrusts & couplings
- 16 Astern turbine

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

I recommend that the machinery of this ship remain as classed with MSM fresh record of C.S.M. with date when the survey has been completed, A.B.S. 10.66 now, subject to the main engine crank driven scavenge pump crankpin journal being specially examined by the end of October, 1967 and subject to any outstanding conditions of class being dealt with as previously recommended.

ALSO FOR

SPL FOR

NOTED BY  
TRO  
CESR

SRL

POSTING

HEADER

CERT

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

*J.H.F. Somerser* *R.B. Siggers*  
Surveyor to Lloyd's Register of Shipping

Date of Committee

J.H.F. SOMERSER AND R.B. SIGGERS.

Minute

TUESDAY 29 NOV 1966

As now, subject  
ABS 10.66

Lloyd's Register  
Foundation

015183-015187-0097 1/2

are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship

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 re-examination or repairs should be made before

MAIN REDUCTION GEARING

17	Pinions & wheels	18	Shafts, bearings & couplings
19	Exhaust steam turbines (with recip. eng.)	20	Thrust blocks, shafts & bearings
21	M.E. steam compressors	22	Intermediate shafts & bearings
23	Clutches & hydraulic couplings	24	Steam re-heaters
25	De-superheaters	26	Forced &/or induced draught fans
27	Stop & manoeuvring valves	28	Holding down bolts & chocks
29	Main engine driven pumps (including fuel injection)		
30	Condensers (main & aux.)	31	Air ejectors (main & aux.)
32	Have main engines been examined working & manoeuvring?		
33	Essential independent pumps		
34	Bilge, ballast & oil fuel suction lines, fittings & controls	35	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?
36	Fresh water coolers	37	Lub. oil coolers
38	Heaters & safety devices including de-aerator (state service)	39	Pressure feed water filters
40	Auxiliary air receivers & safety devices	41	Starting air pipes
42	Main air receivers & safety devices		
43	Independent air compressors, coolers & safety devices	44	Oil fuel tanks (not forming part of the hull structure)
45	Have all evaporators safety valves been tested under steam?	46	Evaporators
48	Steering machinery	49	Windlass
		47	Distillers
		50	Machinery spare gear

State Port P. or Starboard S.

Identify by position

AUXILIARY ENGINES

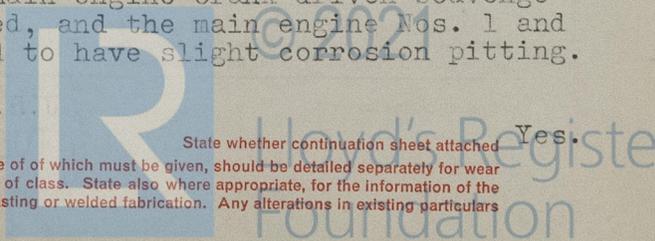
DOCKING

Propeller	Sea connections	Oil gland
Fastenings & gratings		Clearance in stern bush (if relined state clearance before & after)
Has screw/tube shaft been drawn?		Date of examining shaft & condition
Has shaft been changed?		Has shaft now fitted been previously used?
Has shaft now examined/fitted a continuous liner?		Approved oil gland

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. (a) The main engine crank driven scavenge pump crankpin journal was found pitted, and the main engine Nos. 1 and 4 centre crankpin journals were found to have slight corrosion pitting.

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 for 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 be reported above.

State whether continuation sheet attached Yes.



Ship's Name SS/MS "INTERPRETER", 6815 gross tons of Liverpool

Port LONDON

Rpt. No. 157378

It is recommended that the main engine crank driven scavenge pump crankpin journal be specially examined by the end of October, 1967.

(b) At the request of the Owner's representative, repairs for alleged damage to the windlass port cable guide were examined. The damage was stated to have been caused by the cable fouling the guide on 4th September, 1966, whilst at Barranquilla.

Now Done:- The port cable guide cast iron baseplate replaced by a new fabricated baseplate of approved material bolted through to the windlass main bedplate. The repair was, so far as could be ascertained, efficient and of sound workmanship.

Minor wear and tear repairs generally effected.

S.R.L. No.259: NIL.

S.R.L. Appendix No.18. Main engine crankpins found pitted as previously stated in this Report.

*J.H.F. Somerset R.B. Siggers*  
Surveyors to Lloyd's Register of Shipping.  
J.H.F. SOMERSET. R.B. SIGGERS.

