

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

16 MAY 1966

Ship's Name ~~SS~~ MS "INTERPRETER" (LR 516201)
 Gross tons 6815 Port of Registry Liverpool Port CAPE TOWN
 Date of build 5-1948 Is there a rpt. 8? No Rpt. No. 7630
 No. of visits 1 First date and Last date 28-4-66
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) *24/168092*
 Date of completing rpt. 6-5-66 Surveyed at, if different from Port above
 Is a rpt. 9B attached? No MN (1088) Nature of survey CSM
 Survey fees R18-00 Damage fee - Expenses 0-85
 S.A. fee -

178 MAY 1966

MAIN ENGINES, ~~REC'D STEAM OR~~ I.C. (State Port—P or Starboard—S)

1	Cyls., covers, pistons & rods	
2	Valves & gears	
3	Con. rods, cross-heads, bearings & guides centre	Side
4	Crankpins & bearings centre	Side Both No. 2+
5	Journals & bearings	

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

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

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

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

015183-015187-0107

I recommend that the machinery of this ship remain as classed with/without fresh record of CSM (with date) upon completion, subject to any outstanding conditions of class as previously recommended, also subject to the Main engine No. 2 Unit both side crankpins being further examined and dealt with as found necessary on the vessel's arrival at Liverpool in about one month's time.

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.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY 27 MAY 1966

Minute

Deferred for TS Subject

Write Obus-check await Ret.

Lloyd's Register Foundation

FOR CHAIRMAN CLASSN. CTTEE

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 subject 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 before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended ascribed 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

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|---|--|--------------------------------|
| 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 | 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

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|---|--|---------------|
| 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.

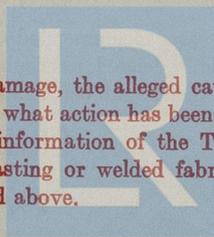
For S.R.L. Both Main Engine No. 2 Unit side crankpins found badly pitted. It was stated by the Chief Engineer that it is the Owners intention to deal with the crankshaft on the vessel's arrival in Liverpool on completion of the present voyage.

It is therefore recommended that the Main Engine No. 2 Unit side crankpins be further examined and dealt with as found necessary on the vessel's arrival at Liverpool in about one months time, being considered efficient meanwhile.

N.B. The Chief Engineer stated that no trouble had been experienced with the No. 2 side crankpin bearings previously.

Liverpool Surveyors advised by Airmail.

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.



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