

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

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? YesDamage rpt. issued
& copy herewith? NoLast rpt. (H.Q. only) *See 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 -

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 & rods7 Con. rods, cross-
heads & bearings8 Crankpins &
bearings9 Journals &
bearings10 Coolers &
safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers
pistons & rods12 Con. rods, cross-
heads & bearings13 Crankpins &
bearings14 Journals &
bearings

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

16 Casings, rotors,
blading, bearings,
& thrusts

15 Levers

17 Reduction
gearing18 Scavenge
blowers

19 Superchargers

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.)

Date of Committee

Minute

Surveyor to Lloyd's Register of Shipping

FRIDAY 27 MAY 1966

Deferred by TS
Subject

Write Annual-check await Ret.

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 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 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)		
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

State Port P. or Starboard S.

Identify by position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

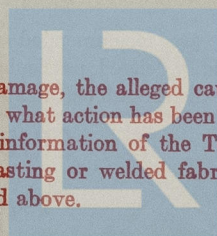
For S.R.L. Both Main Engine No. 2 Unit side crankpins found badly pitted. It was stated by the Chief Engineer that it is the Owners intention to deal with the crankshaft on the vessel's arrival in Liverpool on completion of the present voyage.

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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Foundation