

10. OCT. 1965

Ship's Name ~~MS~~ 'INTERPRETER', LR. 516201.

Gross tons 6815. Port of Registry Liverpool. Port Manchester.
Date of build 5.48. Is there a rpt. 8? No. Rpt. No. 21383.
No. of visits Two. First date 28.9.65. Last date 30.9.65.
Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? Last rpt. (H.Q. only) KCAV 94)
Date of completing rpt. 4.10.65. Surveyed at, if different from Port above
Is a rpt. 9B attached? No. MN Nature of survey Part C.S.M.
Survey fees Damage fee Expenses
C.S.M. £10.10.0d. £-6.0d.

S.A. fee

MAIN ENGINES, RECIP., ~~XXXXXX~~ I.C. ~~(XXXXXX)~~

1	Cyls., covers, pistons & rods	-	
2	Valves & gears	-	
3	Con. rods, cross-heads, bearings & guides centre	-	Side
4	Crankpins & bearings centre	No. 3 Unit - Good.	Side
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
16	Casings, rotors, blading, bearings & 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 CSM (With Date) on completion, subject to any outstanding conditions of class being dealt with as previously recommended.

ALSO FOR

SPL FOR

NOTED BY TRO

CESRM/6

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 FRIDAY 22 OCT 1965

Minute

Surveyor to Lloyd's Register of Shipping (B.T. BOYCE)

FOR CHAIRMAN CLASS. CITE.

015183-015187-0125

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 subjected 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

Exhaust steam turbines (with recip. eng.)	20	Thrust blocks	21	shafts & bearings
Steam compressors	22	Intermediate	23	shafts & bearings
Clutches & hydraulic couplings	24	Condensers	25	(main & aux.)
Steam re-heaters	26	Air ejectors	27	(main & aux.)
De-super-heaters	28	Forced &/or induced draught fans	29	
Stop & manoeuvring valves	30	Holding down bolts & chocks	31	
Main engine driven pumps	33		32	Detuner or vibration damper
			35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)
Crankcase doors & explosion relief devices	34			

State
Port P. or
Starboard S.

Essential independent pumps	36			
Bilge, ballast & oil fuel suction lines, fittings & controls	37	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	38	
Fresh water coolers	39		40	Lub. oil coolers
Heaters (state service)	41		42	Feed water filters
Auxiliary air receivers & safety devices	43		44	Starting air pipes
Main air receivers & safety devices	45			
Independent air compressors coolers & safety devices	46			
Oil fuel tanks (not forming part of the hull structure)	47			
Have all evaporators safety valves been tested under steam?	48	Evaporators	49	HP & LP
Fire extinguishing arrangements	51	Steering	52	machinery
			50	Distillers
			53	Windlass

Identify
by
position

AUXILIARY ENGINES

Port Side Aft Inbd. - Good.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Repairs for C.S.M.

Aux. Eng. (P.S. Aft Inbd.). No. 6 unit, piston and liner renewed, due to excessive wear. All crankpin bearings and bolts renewed, due to white metal being cracked on existing bearings. No. 1 unit, new gudgeon pin fitted. No. 4 unit, new gudgeon pin and bush fitted.

All cylinder heads reconditioned with fuel injectors and relief valves tested.

No. 3 M.E. Unit.

Crankpin ground by manufacturer's representatives, and bearing remetalled and bedded into crankpin.

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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Register
Foundation