

Ship's Name **SS/MS "INTERPRETER"**
L.R. 516201.

Gross tons 6815

Is there a rpt. 8? **Yes**

Port

Glasgow

Rpt. No. **95712**

No. of visits 4

First date

17-9-64

Last date 29-9-64

Interim Cert. issued
& copy herewith? **Yes**Damage rpt. issued
& copy herewith? **No**

Last rpt. (H.Q. only)

Date of
completing rpt. 5-10-64

Surveyed at, if different from Port above -

Is a rpt. 9B
attached? **Yes**

MN

1088

Nature of survey **C.S.M. and
docking.**Survey fees **£30. 0. 0.**

Damage fee

Expenses

£1. 0. 0.

entry made in RFB. 11/10/64

Surveyor's Initials **J.E.**

S.A. fee

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

1 Cyls., covers,
pistons & rods **No.4 Good.**

2 Valves & gears

3 Con. rods, top ends
& guides centre

Side

4 Crankpins &
bearings centre

Side

5 Journals &
bearings

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

6 Cyls., covers,
pistons & rods7 Con. rods &
top ends8 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 &
top ends13 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 C.S.M. (with date) on completion of survey, subject to inboard air compressor L.P. cooler shell being renewed by March, 1965, and to any outstanding condition of 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 **GLASGOW 20 OCT 1964**

Minute

As now, subject

Surveyor to Lloyd's Register of Shipping

(J.M. EVANS).

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

015183-015187-0018

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

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

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	Inboard - Good.	
46 Independent air compressors coolers & safety devices	Inboard - Good.	
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

Frđ. inboard generator diesel engine - Good.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Frđ. inboard generator engine

New crankshaft fitted;- stamped:- L.R. 7313 B.H.M. D.C. 13.3.64.

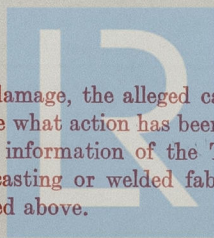
New main bearings add bottom end bolts fitted.

All bottom ends remetalled.

Inboard air compressor L.P. cooler shell cracked and patched.

This is considered efficient at the present time but it is recommended that the casing be renewed by March, 1965.

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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