

Ship's Name ~~SS/MS~~ "EMPIRE SAM". Gross tons 274.
Date of Build: 9-1942. Port of Registry: Goole.
Is there a rpt. 8? No. Port HONG KONG. Rpt. No. 18662.
No. of visits Three First date 9-6-64. Last date 15-7-64.
Interim Cert. issued Damage rpt. issued
& copy herewith? Yes. & copy herewith? -- Last rpt. (H.Q. only) Hqs 18611
Date of completing rpt. 18-7-64. Surveyed at, if different from Port above --
Is a rpt. 9A attached? No. MN (132). Nature of survey D.S. & M.B.S.
Survey fees Damage fee -- Expenses \$10.00
M.B.S. \$198.00
S.A. fee --

DOCKING
Propeller Good. Sea connections Oil gland Efficient.
Fastenings Good. Wear down of stern bush Oil tight.
Has screw/tube shaft been drawn? No. Date of examn.
Has shaft been changed? Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner? Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)
AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN Good. 9-6-64.

Air heaters
Superheaters
Safety valves Good.
Mountings, doors and fastenings Good.
Safety valves { Sat 200 p.s.i.
adjusted to { Spt
Boiler securing arrangements Good.
Main economisers Exhaust gas heated economisers
Steam heated steam generators Steam generator safety valves adjusted to
Forced circulating pumps Funnel Good.
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? Were oil burning system & remote controls examined in accordance with rules? Yes.

I recommend that the machinery of this ship remain as classed with/without fresh record of

M.B.S. 7,64.

(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

THURSDAY 13 AUG 1964

MBS 7.64

N. Stephenson
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register
Foundation

015172-015182-0430

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

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

The existing cast iron auxiliary stop valve and safety valve chests have been replaced by cast steel chests at the Owners' instigation. The chests were made of tested material and subsequently examined under hydraulic pressure of 400 p.s.i. and found in order.

