

24 JUN 1963

Ship's Name SS/MS "EMPIRE SAM" Gross tons 274

Is there a rpt. 8? Yes Port HONG KONG. Rpt. No. 17796

No. of visits Six First date 11-4-63 Last date 6-6-63.

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 12-6-63. Surveyed at, if different from Port above --

Is a rpt. 9B attached? Yes MN (132) Nature of survey E.S., M.B.S., T.S.O.G. Elec. Survey.

Survey fees Damage fee Expenses

E.S.	\$770.00		
M.B.S.	\$198.00	--	\$40.00
T.S.O.G.	\$110.00		
Elec'l.	\$176.00		
		S.A. fee	--

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

1	Cyls., covers, pistons & rods	All - Good.
2	Valves & gears	All - Good.
3	Con. rods, top ends & guides centre	All - Good.
4	Crankpins & bearings centre	All - Good.
5	Journals & bearings	All - Good.

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

6	Cyls., covers, pistons & rods	7	Con. rods & top ends
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 & top ends
13	Crankpins & bearings	14	Journals & bearings

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

15	Casings, rotors, blading, bearings & thrusts	16	Levers
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17 ~~Reduction gearings~~

18 ~~Scavenge blowers~~

19 Superchargers

We

~~do not~~ recommend that the machinery of this ship remain as classed with/without fresh record of

E.S. 6,63, M.B.S. 6,63, and T.S.O.G., 5,63, now.

(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 25 JUL 1963

ES 6.63

TS 5.63

MBS 6.63

John Manson & J.L.V. Whittle  
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

015172-015182-0443

25-7-63

Lloyd's Register  
Foundation

At port 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



<del>Exhaust steam</del> <del>to the engine</del> 20 <del>recip. eng.</del>	Thrust blocks 21 shafts & bearings	Good.
<del>Steam</del> 22 <del>compressors</del>	Intermediate 23 shafts & bearings	Good.
<del>Condensers &amp; heaters</del> 24 <del>main &amp; aux.</del>	Condensers 25 (main & aux.)	Good.
Steam 26 re-heaters	<del>Air feeders</del> 27 <del>(main &amp; aux.)</del>	
De-super- 28 heaters	<del>Forced &amp; vacuum</del> 29 <del>draft fans</del>	
Stop & manoeuv- 30 ring valves	Good.	
Main engine 33 driven pumps	Holding down 31 bolts & chocks	Good.
	32 <del>vibration dampers</del>	

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle) Yes.

36 Essential independent pumps Main condenser S.W. circulating, G.S. & bilge, O.F. pressure & transfer, harbour feed, All - Good.

State  
Port P. or  
Starboard S.

34 <del>Crankcase pumps &amp; explosion relief devices</del>		
37 Bilge, ballast & oil fuel suction lines, fittings & controls	Good.	
39 <del>Fresh water coolers</del>		40 <del>lub. oil coolers</del>
41 Heaters (state service)	Oil Fuel - Good.	42 <del>Feed water filters</del>
43 <del>Auxiliary air compressors &amp; safety devices</del>		44 <del>Starting air pipes</del>
45 <del>Main air compressors &amp; safety devices</del>		
46 <del>Independent air compressors coolers &amp; safety devices</del>		
47 <del>Oil fuel tanks (not forming part of the hull structure)</del>		
48 <del>Have all compressed air safety valves been tested within last year</del>	<del>Exhausters</del> 49 <del>#1 &amp; #2</del>	50 <del>Distillers</del>
51 Fire extinguishing arrangements	Good.	52 Steering machinery
		Good.
		53 Windlass
		Good.

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? Yes, Good.

Identify  
by  
position

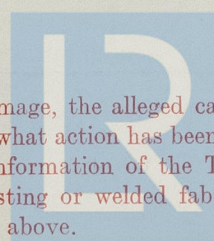
AUXILIARY ENGINES 2 - Steam, driving dynamo and Main condenser S.W. circulating pump. - Good.

#### PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Main and auxiliary machinery, boiler, and electrical installation of this tug all found in generally good and efficient working condition, and only minor items of repair, renewals and adjustments to working parts carried out as found necessary.

Approx. 75% of bilge and sea suction pipelines within engine and boiler spaces (wasted) now renewed.

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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