

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7th NOVEMBER 1942 When handed in at Local Office 9 NOV 1942 Port of LIVERPOOL
No. in Survey held at LIVERPOOL Date, First Survey 30/10/42 Last Survey 7/11/1942
Reg. Book. 73397 on the Wood, Iron or Steel M.V. EMPIRE SAILOR (No. of Visits 4)
TONNAGE: — Built at TRIESTE By whom STABILMENTO TECNICO When 1926 MONTH 5
GROSS 6140 Owners MINISTRY OF WAR TRANSPORT Owners' Address (If not already recorded in Appendix to Register Book)
UNDER DK. 5356 Managers CAIRN LINE OF STEAMSHIPS LD Port belonging to LONDON
NET 3691

Surveyed Afloat or in Dry Dock? AFLOAT Name of Dock GLADSTONE N^o BRANCH Destined Voyage
Cell DBor DBa feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.
Only alterations in the existing records of tanks should be inserted.
N.B. — All alterations in the existing records should be underlined.

Last Report, No 221 Port St. J.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Machinery and Boiler Survey (Including date of N.B., if any). |
|--|---|
| <u>+100AL WITH FREEB'D</u> | <u>+LMC 10.37.</u> |
| <u>3.42.</u> | <u>+N.E. 10.37.</u> |
| <u>SS TRI. N^o 3-10.37.</u> | <u>DOS 3.42.</u> |
| | <u>+Lloyds RMC 4.42.</u> |
| | <u>TS(CL) 2.41.</u> |
| | <u>OIL ENGINES.</u> |

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. Society's Freeboard (if assigned), as painted on Ship and now verified } 4 ft. 0 1/2 ins.

Interim certificate "B" issued (Copy attached herewith) Was a damage report made by anyone else? if so, by whom? Not known
REPAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION, RENEWAL LOAD LINE SURVEY

LEAKAGE IN N^o 6 HOLD(S) REPAIRS. (LICENCE N^o 8716)

General examination made of holds + tween decks, fore + after peak tanks + spaces, machinery spaces, decks, casings, vents, hatchways + closing appliances, general equipment, steering gear and windlass, masts + rigging.
A freeboard renewal survey has been held at this time, renewed 18 hatch covers and few other minor repairs effected. Freeboard marks verified and a provisional freeboard certificate (valid until 30th April 1943) has been issued pending the issue of the official certificate (copy attached). Rpts. C12(a) + C11(c) completed.
In view of the general examination now held it is submitted that this vessel is in my opinion in an efficient condition to remain as classed for a period

| SUMMARY OF DAMAGE REPAIRS: — | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items: — |
|---------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|----------------|
| Renewed ... | | | | | | | | |
| Removed and Fair'd or Repaired | | | | | | | | |
| Fair'd or Repaired in place ... | | | | | | | | |

| PRESENT CONDITION OF THE | Bulkheads | Engine Room Skylights | Copper, or Y.M. (State if on Felt.) |
|---|-------------|-----------------------|---|
| Decks <u>Good</u> | <u>Good</u> | <u>Good</u> | When fitted, Month Year |
| Caulking of Decks <u>"</u> | <u>"</u> | <u>"</u> | |
| Coamings <u>"</u> | <u>"</u> | <u>"</u> | |
| Beams & Fastenings <u>"</u> | <u>"</u> | <u>Good</u> | Boats <u>Good</u> |
| Outside Plating <u>"</u> | <u>"</u> | <u>"</u> | Masts, Yards, &c. <u>"</u> |
| " " In way of sidelights <u>"</u> | <u>"</u> | <u>"</u> | Condition, how ascertained <u>from dk.</u> |
| Frames <u>Good.</u> | <u>"</u> | <u>"</u> | (State if wedges removed.) <u>"</u> |
| Reverse Frames <u>"</u> | <u>"</u> | <u>"</u> | Equipment letter <u>2-1</u> |
| Longitudinals <u>"</u> | <u>"</u> | <u>"</u> | Anchors, No. of <u>2-1</u> |
| Transverses <u>"</u> | <u>"</u> | <u>"</u> | Cables (State if now ranged) <u>"</u> |
| Floors <u>where exam'd. Good.</u> | <u>"</u> | <u>"</u> | " length <u>288</u> mean diamr. <u>"</u> |
| Keelsons <u>"</u> | <u>"</u> | <u>"</u> | " Rule length <u>"</u> size <u>"</u> |
| Stringers <u>Good.</u> | <u>"</u> | <u>"</u> | Chain Locker <u>"</u> |
| Inner Bottom Plating <u>"</u> | <u>"</u> | <u>"</u> | Hawsers & Warps <u>Sufficient</u> |
| Have the Tanks been examined internally? <u>yes</u> | <u>"</u> | <u>"</u> | Standing and Running Rigging <u>Efficient</u> |
| Have the Tanks been tested? <u>no</u> | <u>"</u> | <u>"</u> | Sails <u>"</u> |

General Observations, Opinion as to Class, Recommendation, &c. —

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: — "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel so far as now seen is in an efficient condition and in my opinion is eligible to remain as classed for a period of 12 months without fresh record of survey but with notation of Examined 11.42. subject to the N^o 11 D.B. Tank being used as a ballast tank until tank top has been tested on discharge of present cargo at a North American port.

| | |
|--|--------------------------------------|
| Survey Fee (per Section 29) <u>£ 13 : 0 : 0</u> | Fees applied for, <u>11 NOV 1942</u> |
| Special Damage or Repair Fee (if any) (per Sec. 29) <u>£ :</u> | Received by me, <u>19</u> |
| Travelling Expenses (if chargeable) <u>£ :</u> | |
| Second Surveyor's Fee (if any) <u>£ :</u> | |

LICENCE CASE
Committee's Minute LIVERPOOL 17 NOV 1942

Character Assigned As now subject
"Examined 11.42"

Thos. J. Roberts
Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
W38-0085

Leakage in No 6 Hold. (P.S.)

Cargo port removed for access to manhole cover in tank top (S)

the tank not be used for ~~various~~ the
Intergum certificate "B" issued (copy attached herewith.)
Repairs (licence).

Some few minor voyage repairs effected.

Conversion of vessel from an open to a closed shelter deck type.

nothing has been done at this time to complete the conditions as per assignment letter dated 27th Aug 1941 Ref M.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

| Number of Certificate. | Anchors.* | WEIGHT, EX. STOCK. | | | WEIGHT OF STOCK. | | | TEST PER CERTIFICATE. | | | | WEIGHT REQUIRED BY RULE. | | | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|------------------------|-------------------|--------------------|------|------|------------------|------|------|-----------------------|-------|------|------|--------------------------|------|------|------------------------|---------|---|
| | | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | Tons | Cwts. | qrs. | lbs. | Cwts. | qrs. | lbs. | | | |
| | 1st Bower | | | | | | | | | | | | | | | | |
| | 2nd " | | | | | | | | | | | | | | | | |
| | 3rd " | | | | | | | | | | | | | | | | |
| | Collective Weight | | | | | | | | | | | | | | | | |
| | Stream..... | | | | | | | | | | | | | | | | |
| | Kedge | | | | | | | | | | | | | | | | |

If Patent state name of Patentee.

If Stockless state Mechanical Test

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.