

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office, 18 NOV 1942)

Date of writing Report 5.11.42 19 When handed in at Local Office 6.11.42 19 Port of LIVERPOOL
No. in Book 397 Survey held at Liverpool Date, First Survey Oct 28th Last Survey Nov. 5 1942
(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel MV EMPIRE SAILOR
Gross 6140 Vessel built at Trieste By whom Stab. Tecnico
Net 3691 Engines made at Turin By whom S.A. "FIAT"
Nominal 1323 Boilers, when made (Main) (Donkey) 1925 refitted 1937
Power of Main Boilers 1 Owners Ministry of War Transport Owners' Address
of Donkey Boilers 1 Managers Cairn Line of Steamships Ltd (if not already recorded in Appendix to Register Book.)
Main Pressure Main Boilers 1 Port London Voyage
Main Boilers 1 If Surveyed Afloat or in Dry Dock Gladstone
Donkey Boilers 100 (State name of Dock.)

st Report No. Port
Particulars of Examination and Repairs (if any) C.S.

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.
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 why they were declined.
Is a damage report made by anyone else? If so, by whom?
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
" " Donkey " " No
If was not done, state for what reasons? Not done
What parts of the Boilers could not be thus thoroughly examined?
What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?
Latest date of internal examination of each boiler Present condition of funnel(s) Good
Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?
Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?
Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?
Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?
Screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
Screw shaft now been changed? If so, state reasons
Screw shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
Date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?
Did the Surveyor examine the generators, motors, switchgear, cables and fuses?
Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
Survey is not complete, state what arrangements have been made for its completion and what remains to be done C.S.

Examined the Scavenge pump main bearings and Main engine No. 1 (from forward) main bearing & journal.
The ballast pump, the forward S.W. jacket cooling pump, the after lub. oil pump examined.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel
State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
Eligible in my opinion to remain as classed, with fresh record of L.M.C. CS with date on completion, subject to new fire & bilge pump the casting being fitted at owner's convenience.

Fee (per Section 29) CS £ : : Fees applied for 19
Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me 19
Printing expenses (if chargeable) £ : :
Committee's Minute LIVERPOOL
Signed As above Subject

17 NOV 1942
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping