

(Received at London Office

Date of writing Report.....25-1-1949..... When handed in at Local Office.....25-1-1949..... Port of SOUTHAMPTON

No. in Survey held at S. Southa. pt. on Date. First Survey 11th October Last Survey 1st December 1948
Reg. Book. 57976 on the Machinery of the Wood, Iron or Steel Se. S. "EMPIRE DEBEN" (No. of Visits 5)

| Tonnage | | Gross | Net | Nominal | Horse Power | No. of Main Boilers | No. of Donkey Boilers | Steam Pressure— in Main Boilers | in Donkey Boilers | Vessel built at | By whom | Engines made at | By whom | Boilers, when made (Main) | (Donkey) | Owners | Owners' Address | Managers | If Surveyed Afloat or in Dry Dock | Particulars of Classification |
|---------|--|-------|------|---------|-------------|---------------------|-----------------------|------------------------------------|-------------------|-----------------|---------------|-----------------|---------------------|---------------------------|----------|-----------------------|---------------------------------|----------|-----------------------------------|-------------------------------|
| | | | | | | | | | | | | | | | | | | | | |
| | | 11635 | 7860 | | | | | 200 lb. | | Miel | Howaldtswerke | Meissen | Brown, Boveri & Co. | 1922 | | Ministry of Transport | Shaw, Savill & Albion, Co. Ltd. | London | Surveyed Afloat | Classified |

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

Particulars of Examination and Repairs (if any) Paints

Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.....

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 why they were declined. ✓

Was 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? *Yes*

22 22 Donkey

If not, state for what reasons See Below 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?

State latest date of internal examination of each boiler

Present condition of funnel (A) good.
afterwards adjusted under steam? as before

Did the Surveyor examine the Safety Valves of the Main Boilers? As below To what pressure were they afterwards adjusted under steam? As below

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ☒ To what pressure were they afterwards adjusted under steam? ☒

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? as before ✓, 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? as below and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? h.o. Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? h.o.

Has shaft now been changed? ☒ If so, state reasons ☒ Has the shaft now fitted been previously used? ☒ Has it a continuous liner? ☒

Is an approved oil retaining appliance fitted at the after end? ☒ State date of examination of Screw Shaft ☒ State the wear down in the

stern bush 1/32 Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. *This vessel has now been*

taken to Newport, N.H. for breaking up.
Now done. - The Chief Engineer reported that the main engine gearing of this vessel was getting very noisy and it was recommended that the gearing be opened up for examination. Upon examination it was found that secondary pinion teeth and main wheel teeth were badly worn on abrad side, root clearance of main gear wheel teeth excessive and main gear wheel pinion clearance had increased .009 inches in 18 weeks. In view of the general condition of the gears, it was recommended by the undersigned and Mr. S. S. S. that gearing should be repaired or renewed before vessel proceeded on another voyage. In view of the cost of new gearing, time required and general condition of vessel the Owners (M.O.S.) decided that vessel should be scrapped.

The following parts were examined before this decision was reached.
Vessel placed in drydock, sea connections opened & examined with their outside fastenings, P. 50.

General Observations, Opinion, and Recommendation:—

(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, BS 9.11, B&MS 9.11 ~~×~~ LMC 9.11 or ~~×~~ LMC 140 lb., FD, &c.)

For the information of the Committee

| | | | | | |
|--|---|----|----|---|----------------------------------|
| Survey Fee (per Section 29)..... | £ | : | : | } Fees applied for <u>26/1/1949.</u> | |
| Special Damage or Repair Fee (if any) (per Section 29.)..... | £ | 12 | 12 | | } Received by me, 19..... |
| Travelling expenses (if chargeable)..... | £ | : | : | | |

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

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Foundation
W1000-0209

"Empire Baler"

fastening of propeller and after end of stern bush examined.

Main circulating pump & its engine opened up and examined.

All mountings of the three after boilers and their safety valves opened and examined. Safety valves of these boilers afterwards adjusted under steam to 200 lbs.

Steam pipes on after three boilers from saturated steam stop valve to superheated headers, including headers tested to 400 lbs/sq. in. Hydraulic.

Port after boiler, port furnace, crack at bottom of 1st corrugation. cut out a flange welded up in way.

J. M. Nicholas.