

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Date of writing Report 18th. Apr. 1953

(Received at London Office)

22 APR 1953

No. in Book. Survey held at SUEZ

When handed in at Local Office 19

Port of SUEZ

Date. First Survey 14th. Apr. Last Survey 16th. Apr. 1953.

on the Machinery of the Wood, Iron or Steel Sc. S/S BRITISH ARCHITECT

Gross 7388 Vessel built at Glasgow By whom Baythwood S.B. Co. Ltd.,  
Net 4394 Engines made at - ditto - By whom Dunsmuir & Jackson Ltd.,  
616 Boilers, when made (Main) 1922 (Donkey) -  
Owners British Tanker Co., Ltd., Owners' Address -  
Managers - ditto - Port London Voyage -  
If Surveyed Afloat or in Dry Dock afloat in Suez Bay  
(State name of Dock.)

Donkey Boilers 165lbs  
Report No. 1559 Port Aden

Particulars of Examination and Repairs (if any) Damage to main condenser

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and besides, detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and details of any letters respecting this case.

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.

Has damage report made by anyone else? If so, by whom? No.

Has the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

Donkey " " " "

state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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

Has the Surveyor examine the Safety Valves of the Main Boilers?

Has the Surveyor examine the Safety Valves of the Donkey Boilers?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

Has the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used?

Has an approved oil retaining appliance fitted at the after end? Has it a continuous liner?

Has the bush Is electric light and/or power fitted? State date of examination of Screw Shaft.

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

parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Master for the purpose of examining damage and repairs water end of main condenser stated

remained in normal service on voyage from Aden to Suez on 6th. April. 1953.

DONE FOR DAMAGE:- Main condenser examined and lower half of inlet and door found fractured,

cooling water induction pipe fractured at junction to water box. As a temporary repair it

recommended that a new M.S. plate door 5/8" thick suitably stiffened be made and that the

induction pipe be fitted with a substantial cement box. Two 3" x 3" angle strongbacks fitted to

reinforce condenser door as reinforcement.

The above repair was carried out to my satisfaction and test on completion.

The Master states that the vessel is proceeding to the U.K. for dismantling,

consequently nothing was arranged regarding outstanding surveys at this time.

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, R&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

Eligible in my opinion to remain as classed without record of Survey,

subject to condenser water ends being dealt with at the end of the present voyage or my June 1953.

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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B. if any)
+100A1 Cal 7,52		+LMC 4,49
SS Bom 4,49(LR)		BS 12,51
		BSCL n12,51

Carrying petrolum in bulk,  
Loading limitation.  
Fitted for oil fuel 12,22 Fr  
above 150°F.

Present condition of funnel(s)

To what pressure were they afterwards adjusted under steam?

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and of the Donkey Boilers?

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Is an approved oil retaining appliance fitted at the after end?

Has the shaft now fitted been previously used?

Has it a continuous liner?

State date of examination of Screw Shaft.

State the wear down in the

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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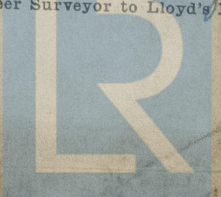
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by being  
THE  
BRITISH  
CORPORATION  
REGISTER

Insert Character of Ship and Machinery precisely as in the Register Book

F.H. Macfarlane  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

L.E. 24. 000

L.E. 2. 000

MON 4 MAY 1953

Deferred for BS

W1630-0164